

THE BEST  
MAG FOR  
MINI FANS

50 YEARS ON MONTE RALLY SCANDAL

restore • modify • enjoy

# mini magazine

160 BHP

## SHOW & GO

R1 MONSTER WITH  
AMAZING ONE-OFF  
FEATURES

HOW TO:  
FIT AN ADJUSTABLE  
FRONT GEOMETRY KIT

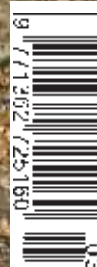
SUPER SPECIAL TOP-CLASS 1100 RESTO



'80S REVIVAL FUNKY CUSTOM 1275 GT



FAMILY FRIEND REBUILT EARLY MINIVAN



minimag.co.uk MARCH 2016 ISSUE 248  
PRINTED IN THE UK £4.50

TECH / PRIMARY GEAR BUSH REPLACEMENT

TECH / KEITH CALVER'S EXPERT Q&A



# mini spares

www.minispares.com

All prices include VAT @ 20%

**Mini Spares sponsor Mighty Mini, Mini Miglia and Mini Seven Racing**  
Most of the participants in these race series use our parts! Parts which they can trust and they find superior to those of our competitors - surely that says it all? If you're building to win, shop at Mini Spares!



## Engines

### Lightweight Large Impeller Water Pump

Three Year Guarantee

GWP134EVO, GWP187EVO & GWP188EVO	£18.90
8 port head kit	from £1947.89
8 port head - larger valve - race	£2340.00
1380cc built Up 1/2 engine by Bill Richards	£1130.92
Mega pistons 20/40/60 and 73.5	£236.69
73.5 EVO pistons 9cc dish C-STR311	£194.400
Con Rod set Cooper S C-AEG624	£864.00
Con Rod set 1275cc 1.75" big end journals C-AEG626	£864.00
Camshaft evolution001	exchange £68.40
Ultimate performance cam follower set C-AEG580	£31.20
Oil pumps from £15.83 Slot Drive type from £112.50	
Spin-on oil filter (OE supplier)	£2.23
Forged 1.5 rocker set C-AHT436	£133.33
Alloy 1.5 hi-lift rocker set C-AHT446A	£196.00
Duplex timing kit C-AJJ3323	£27.20
21A1902 Mini Spares genuine profile engine mount	£8.34
21A1902MS Non-genuine mounting	£3.00
21A1902ST threaded mounting	£3.78
Minimum stretch single row chain 3H2127EVO	£19.44
Minimum stretch double row chain 2H4905EVO	£24.79

## Engines:

Visit our website for THE FULL PARTS LISTING



## Forged Cranks



From brand new forgings, nitrided EN40B crank with large counter balanced webs and bored holes for the big ends which reduces the reciprocating weight of the crankshaft and does not necessitate drilling through the counterbalance webs. Forgings are known to be stronger than billets as the grain pattern follows the shape of the webs and bearings whereas the billet type is machined across the grain.

For 1275cc blocks and made in 81.3mm and 86mm stroke (Bare forging only £576.00) Crank . £1897.92

## Choose Genuine or Quality Alternative Parts

### Want the GENUINE part?

Original UNIPART Swivel Pin Repair Kit part number GSJ166

£23.04

### Want a cheaper alternative?

Mini Spares approved part number GSJ166MS

£7.56

Clearly identified MINI SPARES part number

Cheaper Price Same Quality

## Gaskets

Gearbox gasket set AJM804B	£9.47
Copper head gasket set - 998cc AJM1250	£12.84
Copper std 998cc head set AJM1250MS	£9.30
Copper head gasket set - 1275cc AJM1140MS	£13.40
Minispares 1275 copper head gasket GEG300	£15.54
1275 with BK450 Head gasket set	£17.10
Engine block set	from £11.65
Turbo Comp. Head Gasket	£79.20
Cosmetic Head Gasket C-AHT189	£96.22
Large bore manifold gasket C-AHT381	£2.58
Silicon rocker cover gasket GUG705009EVO	£9.60

## Gaskets:

Visit our website for THE FULL PARTS LISTING



## Gearboxes & Diffs

**Comprehensive range of road/rally/race gearbox parts including 5 speed gearbox and Evolution diffs. Only RHP and top quality bearings stocked. No cheap imports that fall apart!**  
Original market leading Evo crosspin diff  
**The best available! Over 400 sales per annum.**  
C-AJJ3385 . . . . . £163.39  
Gear kit, Evolution, Helical H-Duty C-STN48 £706.56  
Competition baulk ring C-22A1741 . . . . . £23.99  
Hi-tech oil pick up pipe C-AHT54 . £27.00

## Gearboxes:

Visit our website for THE FULL PARTS LISTING



## Clutches & Flywheels

Flywheel puller for all types CE1	£21.78
Master cylinder GMC1008	£45.50
Standard diaphragm GCC103	£26.10
Orange diaphragm C-AEG481	£34.84
Clutch lever arm Verto DAM5355	from £18.26
Clutch lever arm pre Verto 22A2204MS	£12.30
3 piece AP clutch assy pre Verto GCK100AF	£48.60
3 Piece Verto clutch pre-inj 180mm plate GCK151MS	£116.42
3 Piece Verto clutch inj 190mm plate GCK152MS	£116.99
3 piece turbo kit GCK371AF	£108.00
Verto 20% upgrade pressure, fits all C-AEG485	£64.15
AP Std. clutch plate, Turbo, light tune GCP204	£32.18
Fast road/rally clutch C-AHT595 180mm	£63.28
AP Racing road/rally clutch C-AHT596 180mm	£88.78

## Drivetrain:

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## CV Joints

**We will not sell the cheap, inferior CV joints so readily available elsewhere. We ONLY sell DEPENDABLE components**  
1275 and 1984 on - stamped GCV1013 . . . . . £30.60  
Early small 1.125" nut type pre 1984 GCV1105 . . . . . £30.60  
Correct fitting inboard type GCV1102 . . . . . £36.00  
QL5000 Roller coupling kit . . . . . pair £59.40

## Mini Spares - LONDON

Close to A1M & M25  
Cranborne Industrial Estate, Cranborne Rd. Potters Bar. EN6 3JN  
Telephone: 01707 607700

Sat-Nav: EN6 3JN

## Suspension

**Minispares Dampers**  
Minispares 28 point adjustables - front or rear . . . . . each £57.60

## GAZ Dampers

Bump & rebound adjustable - front or rear . . . . . each £44.40

## KYB/Kayaba Dampers

Std premium damper . . . . . each £14.78  
Super gas damper 25%+ upgrade . . . . . each £24.72  
KYB/Kayaba self-adj. gas shock . . . . . £29.40  
Set of 4 - available only from us at a special price (Part MSSK3015) . . . . . £108.00

## G-MAX Gas Dampers

Front or rear . . . . . each £21.80

## Bilstein B4 Dampers

Front 19-221694 . . . . . £21.59  
Rear 19-221700 . . . . . £21.59

## Bilstein B36 Dampers

Performance non adjustable  
Front B36-0370 . . . . . £69.30  
Rear B36-0380 . . . . . £69.30

## Evolution Dampers

Top of the range 8 point adjustable 743039 . . . . . each £53.59

## Easier to set-up

## Suspension:

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## Geometry Kits

Complete Kit with adjustable tie bars and adjustable lower arms. With correct performance bushes. Order as MSSK3008 £84.00 full kit

Forget all the poly and uprated bushes when different lower arms or tie bars are fitted. What you need is an offset rubber bush to compensate with the extra distortion caused when correcting the geometry on Minis.  
Car set of lower arm bushes. . . . . £12.26 Part No C-STR632

FRONT £45.18 REAR £56.02

## Hi Lo 'Dry' Suspension Kits

Also improves suspension performance!  
Our HiLos are the original cast Ripspeed type, with the patent No cast into them, and are the only RAC Homologated type to date.  
HiLo front kit. . . . . £45.18 HiLo rear kit. . . . . £56.02  
HiLo front & rear kit package price . . . . . £91.08

## Suspension Cone

The only genuine cone springs on the market made from original Rover tooling. Order as FAM3968 . . . . . £40.69

FROM £49.33

## Budget Dry Suspension Cones

Budget car set of adjustable ride height cones (not the same as Hilos) UK made  
Less knuckles C-STR644 . . . . . £51.96  
With 4 knuckles C-STR644A . . . . . £57.25

## Steering & Bearings

New steering racks - L/H or R/H drive FAM7306/7	£59.23
MPi Sportspack type	£71.94
Quick rack L/H or R/H C-AJJ1570/1	£78.00
Genuine track rod end GSJ1106	£11.42
Non genuine GSJ734MS	£4.80
Swivel pin kit genuine GSJ166	£23.04
or our own which we recommend for any use . . . . .	
Mini Spares swivel pin kit GSJ166MS	£7.70
Timken front wheel bearings GHK1140	£49.14
Tried and tested non genuine front wheel bearings - with sales of nearly 5,000 per year and no breakages - GHK1140MS	£13.80
Rear Timken GHK1805 modified - late cars .	£32.40
Non genuine rear bearing GHK1548MS	£14.39

## Steering:

Visit our website for THE FULL PARTS LISTING



## Subframes and Body Panels

See AKM2 catalogue or website for our full extensive range. Full range of standard and aftermarket subframe kits stocked

MSK3010 - All metal real solid mount kit for front subframe	£26.50
Rear Subframes	
Genuine rear subframe FAM6292	£420.95
Genuine KHB10024 1991 on	£400.91
Non genuine rear subframe MS45D	£193.78
Non genuine powder coated FAM6292MS	£225.00
Non gen rear subframe MS45LATE 1991 on	£202.00

## Body & Subframe:

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## Body Panels

We keep one of the largest stocks of best fitting body panels from BMH using Rover tooling and every good aftermarket supplier. All parts have been tried and tested by our customers to their satisfaction

## Examples

'A' panel MK3 upgraded thickness	£12.85
'A' panel MK3 budget	£11.02
Genuine Mini wing	£105.24
Non gen from	£41.40
Front panel genuine	£193.85
Non genuine	£61.02
Narrow sill panel gen	£39.56
Non genuine	£13.42
Bonnet Mk2 genuine	£182.77
Non gen	£90.00
Bootlid Mk3 genuine	£204.94
Non gen	£65.29
MK3 door hinge car set 1970 on	£72.00
MSSK017B	£72.00

## Mirrors:

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Original white backed mirror pair	£36.00
Original black plastic mirror pair	£30.62
Fully adjustable Torpedo Door Mirror - Right hand or left hand . . . . . each	£25.78

New Store Now Open

Units 2E and 2G Harwood Road Northminster Business Park. York. YO26 6QU  
Telephone: 01423 881800

Sat-Nav: YO26 6QU

## Mini Spares - MIDLANDS

Next to M5 (J2)  
991 Wolverhampton Rd. Oldbury. W. Midlands. B69 4RJ  
Telephone: 0121 544 0011

Sat-Nav: B69 4RJ



# The World's No1 Mini parts specialist - ever since 1975 !!!

## Fuel Systems

We hold full stocks of SU carb and Facet fuel pump parts.



£333.24 £358.79

Right hand tank 21A2183	£333.24
Left hand 5.5 gallon early tank ARA359	£358.79
Genuine van tank 21A291	£222.18
Van tank - s/steel version 21A291MS	£192.00
Genuine SU electric fuel pump AUF214	£71.56
Non gen electric fuel pump AUF214MS	£57.60
Fuel pump only SPI - WFX100811	£65.28
Fuel pump only MPI - WFX100812	£53.76

## Fuel Systems:

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## Engine Electrics

All new - outright sale. Upgraded Alternators with pulleys

16/17ACR 45 amp to 1980	£43.49
A127 70 amp 1980 - 1996	£60.00
Twin point std. alternator GNU2521	£102.00
Hi torque starter, pre-eng. or inertia	£162.00
Pre-engaged starter motors	£93.81
Inertia early starter motor	£86.40
Slim, high power, inertia starter motor	£225.00
Dynamo	£51.04
Original push button starter solenoid	£16.80
Printed circuits behind speedo - all types	£61.23
Sports performance coil pre 1982 MSC105	£18.60
Lumenition coil 1982 to 92 DLB111	£30.00
Distributor shield - latest type	£35.75

## Electrics:

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## Cooper S Distributor

Reproduction of the 40819 cooper S 23D distributor but with more advance for economy and performance similar to MK3 S curves. Fitted with quickfit points and uprated rotor arm 12G2140

As above electric NEG EARTH only 12G2140MS	£58.50
998 45/59D distributors	from £41.94
1275 45/59D distributors	from £45.90
Electronic type less points	from £56.65

Whole new distributor cheaper than conversion kits! All the best or good quality distributors and parts stocked for road and race

## Rose Petal Alloys

The Rose Petal (John Cooper Design) as per Appendix K Historic Racing design. 4.75x10 in alloy inc. spacers + special sleeve nuts

## Wheels:

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We are main dealers for Minilite and our own Rose Petal & Special Tuning wheel range. Stockists of Yokohama, Falken, Dunlop R7 and Nankang Tyres

## Exhausts

Owners and stockists of RC40 systems.

- Flowbench tested and using proven optimum size 1.75"(1.625") internal tubing for maximum efficiency and performance.
- Even our mild steel versions have stainless steel tailpipes and inner baffle box pipes. Most competitors don't even have these stainless internals in their 'stainless steel' silencers!

## RC40 Range

RC40 classic twin box system & d/pipe	£68.44
Single box system from cat back	£64.27
Single box system for van/estate	£71.26
Twin box system from cat back	£70.20

## RC50 Millennium range

Designed for all classic and injection Minis

A range of exhausts in stainless and mild steel including large bore outlets -

See AKM2 Catalogue or website for full range

Twin DTM large bore centre exit	£142.92
Original type standard mini exhaust systems made in 2 halves for ease of transportation and fitment.	
Single silencer saloon GEX106	£30.17
Twin silencer saloon GEX177	£39.60
Twin silencer van/ estate GEX155	£51.82

## Manifold Exhausts

Most popular types stocked (inc. Van) Others available.

Side exit 1.75" bore twin box C-ARA331	£97.20
Single box C-ARA331SB	£75.60
Centre exit twin box C-ARA332	£97.20
Single box C-ARA332SB	£75.60

## Exhausts:

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## Manifolds

We stock a whole range of exhaust and inlet manifolds

Freeflow manifold

FROM £71.94

Long centre branch manifold

Freeflow manifold for std RC40 exhaust C-STR816	£71.94
LCB std bore for RC40 - C-AEG365	£71.94
Millennium LCB std bore - cast flanges - C-AEG364	£57.60
ST alloy torquemaster inlet C-AHT770	£35.40

## Plastic Interior Mirrors

As fitted from 1964 on Grey 24A1750 £29.40 White 24A2110 £30.30



GREY £29.40 WHITE £30.30

## Interior:

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4 piece door and rear trim panels Mk3	£129.49
9 piece trim kit Mk3	£189.00
20 piece mk1/2 trim kit	£338.51
Inner membranes to protect door cards	pair £9.29
Centre speedo dash cards - PVC	£24.45
Centre speedo dash cards - black painted	£17.40
Mk3 headlinings - grey, white or black	£103.43
Headlining rails	each £11.40
Sun visors, 1965 on - with mirror	£36.11
Sun visors, 1965 on - plain	£33.34

## Cooling

We keep a super range of our own radiators for all Minis PLUS radiator hoses - plain rubber or silicone including real Kevlar stranded hoses unlike others advertised on the market. Heater valves & matrix + operating cables



£132.00

Aluminium type rad. C-ARA5000

## Silicon Hose Sets

RED, BLUE or BLACK - State colour when ordering	
Mk2 850/998/1100 to 1989 C-GRH001	£73.24
1275cc pre 1989 C-GRH002	£73.24
Mk1 + Clubman 998/1100 C-GRH03	£73.24
1275GT clubman C-GRH004	£73.24
SPI C-GRH005	£126.67
MPI C-GRH006	£187.20

## Cooling/Heater

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## Radiators

Std Mini 3 core radiator ARP2000	£57.54
3 core rad. Historic racers ARP1106	£108.00
Mini Spares unique 2 core radiator C-ARA4442	£126.90
As above but with sender unit '91 on C-ARA4443	£131.40
Mini Spares orig. Larger capacity 4 core C-ARA4444	£126.00
MPI all metal radiator GRD974	£82.68
Mini Spares electric fan kit + sender C-ARA4401	£155.63

## Brakes

We keep a full range of road and race brake parts. See our website

Cooper S 7.5" disc and EBC pads MS35	Pr £53.60
8.4" disc and Mintex pads MSSK014	Pr £29.32
8.4" vented disc and pads MS39	Pr £42.35
S caliper Mini Spares R/H 27H4656MS	£69.00
S caliper Mini Spares L/H 27H4657MS	£69.00
8.4" type Mini Spares caliper R/H 37H8128	£62.40
8.4" type Mini Spares caliper L/H 37H8129	£62.40
S Disc conv. + Mini Spares caliper C-AJJ4028MS	£430.42
S Disc conv. + AP caliper & Timken bearings	£540.00
S brake disc shield set MSSK1400 R/H	£21.90
S brake disc shield set MSSK1401 L/H	£21.90

## Brakes:

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## Brake Master Cylinders and Servos

Mk1/2 brake servo cast body 21A1293	£216.00
Mk3 servo and non gen fitting kit SEN43	£144.00
Servo 1988 on GSM119	£126.00
Single line plastic canister GMC171	£44.40
Single line metal canister GMC171ORIGINAL	£66.96
Single line Cooper S - just larger metal tank GMC172	£72.00
Diagonal split GMC167	£102.00
Front to rear dual line - pre servo GMC227	£73.20
Front to rear dual line 1988 on GMC90376	£80.40
Rear brake pressure valve 21A1774	£73.20
Brake limiter valve PDWA 1978 on.FAM7821	£87.60

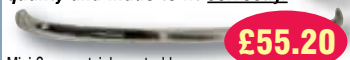
Scan the QR codes to see the full range on your tablet or smart phone

Please note that prices can change during the period that the magazines are printing - check website for up-to-date prices



## Bumper and Brightwork

All Mini Spares chrome and brightwork items are top quality and made to fit correctly.



Mini Spares stainless steel bumper - fits BETTER than Rover original!	£55.20
Bumper non-genuine s/steel DPB10165MS	£33.60
Bumper non-genuine chrome 14A6779MS	£24.00
S/steel Mk1 overrider/corner bar kit MSSK025	£102.88
Inner/outer door moulding set Mk4> MSSK2104	£43.91
Headlamp Rings - Stainless steel 500929MS	£9.42
Headlamp Rings - Chrome-on-brass 17H5143	£16.20
S/steel inner headlamp ring DHF100010SS	£10.00
Fluted deluxe chrome wheel arch trim GZF105A	£15.60
Flat standard chrome wheel arch trim GZF107A	£7.80

## Brightwork:

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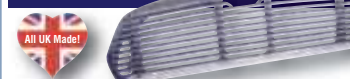
AS AN ORIGINAL SUPPLIER TO ROVER all our grilles and surrounds are manufactured by craftsmen to fit PROPERLY - as you would expect. Beware of inferior cheap imported grilles offered by some competitors.

## Mk 1 Classic Grilles



14A7299 Austin Mk1 wavy grille slat grille	£69.76
8B12507 Mk2/3 style also available	£69.00
24A198 Austin Cooper & "S" Mk1 - 11 thin slats	£68.71
24A2158 Morris Cooper & "S" Mk1 wide slats	£67.80
8B12506 Morris Cooper Mk1 stainless steel, with 6" spotlight holes	£74.40

## Mk 2/3 Grilles



CZH4015MS Black grille Mk2/3	£43.32
GRILLE 03 Black grille kit Mk2/3 with 3 surrounds, seatings and fixings	£70.76
ALA6654MS Brightwork grille Mk2/3	£46.26
GRILLE02 Brightwork grille kit with 3 surrounds, seatings and fixings	£74.81

## Cooper Grilles

ALA6669 Internal release, full slat, alloy, genuine, brightwork grille	£45.11
GRILLE 05 as above with 3 surrounds/seatings and fixings	£66.71
ALA6668 External release alloy genuine brightwork grille	£45.11
GRILLE 04 as above with 3 surrounds/seatings and fixings	£66.71

## Mk2 Stainless Steel Grilles

8B12504 Heavier duty 430 automotive quality s/steel grille	£59.66
8B12502 As above, with spotlight holes	£78.00

## Grille Surround - Mk2

Grille 10 Grille surround kit	£38.56
Also available separately	

includes plastic seatings FULL KIT £38.56

**3 EASY WAYS TO ORDER**

- Visit us
- Telephone
- On line

**The Largest Stocks of Mini Parts in the World**

**minispares.com**

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Mail Order also available direct from Harrogate Branch Call 01 423 881800 to order

All part numbers used are unique and intellectual property of either Mini Spares Centre Ltd or Rover / X parts licensees.



# OUR NEW ADDRESS

9 Harris Road, Porte Marsh Industrial Estate, Calne, Wiltshire SN11 9PT  
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## SERVICE | RESTORATION | SPARES

**NEW LOOK WEBSITE!** More than a website, this is the most useful resource tool in the business.  
Over 12,500 parts fully illustrated and many are available to buy online, visit...

**We EXPORT**  
all over the  
world!

### SHOP OPENING HOURS

MONDAY-FRIDAY: 9am - 6pm  
SATURDAY: 9am - 2pm  
SUNDAY: Closed

### COUNTER SALES OR MAIL ORDER



Phone for postage rates, it's CHEAPER than you think!

**Scan me!**



**www.somerfordmini.co.uk**

### RESTORATION

We have unrivalled knowledge and experience. With full workshop facilities and highly skilled staff, we can restore your Mini to the highest standards. We cater for all types and years of Minis and can make your dream come true!



### REFURBISHMENT

Sadly every Mini succumbs to the dreaded rust. Our Refurbishment service could be the answer. Typically all 'skin' panels are replaced and the car receives an external respray. This will bring your Mini to it's former glory and give it at least another 15 years of life!



### OTHER SERVICES

We have a fully equipped workshop and carry over 9000 new parts. We have over 20 years experience and a very skilled, knowledgeable workforce. We are able to carry out any job here is a list of some of our services, please contact us with your requirement: accident repair, mechanical repair, servicing, MOT tests, modification & tuning and re-shells.

Somerford Mini also have a FULL workshop facilities. We are experts at restoring Minis and turn out some of the BEST IN THE COUNTRY. We also offer other services from general repairs and servicing to up-rated engines and suspensions. In fact we cater for anything connected with a Mini. We offer expert advice and professional honest service. Why not visit our ever expanding shop and workshops?

**ONE OF THE LARGEST STOCKISTS OF MINI PARTS IN THE WORLD, WITH OVER 12,500 PARTS AVAILABLE!**

### BADGES

MKI Boot scripts: Mini or Cooper/Seven/Austin	£12.05/£8.06/£10.66
'S' Script - MK1 (Large or Small)	£5.05 each
1275 or 850 Script / 1000	£8.92/£11.20
Austin / Cooper / 'S' Bonnet MK1	£13.60
Morris Cooper / 'S' Bonnet MK1	£32.64
Morris Cooper / 'S' Boot MK1	£29.84
Cooper 'S' MK2 Boot insert - Austin / Morris	£1170
Cooper 'S' MK2 Boot bezel	£28.01
Cooper MK2 Bonnet insert - Austin	£1216
Cooper MK2 Bonnet bezel - Austin / Morris	£132.82 each
Mini Minor MK1 - Boot	£20.72
Austin / Morris Cooper 'S' MK2 - Bonnet insert	£1180/£1306
Austin / Morris Cooper 'S' MK2 - Bonnet bezel	£149.44 each
Morris MK1 - Bonnet badge	£32.64
Austin MK1 - Bonnet insert	£23.94
Austin MK1 - Bonnet bezel	£18.61
MK3 Cooper 'S' Boot	£19.01
Mini Special boot badge	£18.18
Speedwell cast badge	£16.08
1275 GT boot - Red or Black	£118.18 each
1275 GT boot - Silver or Black	£118.32 each
1275 GT grille badge	£12.00
Downton rocker cover plate	£10.21
BM Horn push - Austin	£28.20
B.M.C. Rosettes, S.T. stickers, engine bay/Rocker cover stickers etc. all in stock	£25.54
1275 GT stripes, 8 colours in stock	£25.54
Clubman Estate stripe sets	£54.00
Winged Mini badge (non genuine)	£9.00
GB badge (chrome on brass)	£18.00
Paddy Hopkirk accelerator pedal	£8.12

### SUSPENSION & STEERING

Spax/Koni gas adjustables (Std, Lowered or Estate)	£61.20/£62.16 each
Standard shocks / Gas-a-just	£18.38/£33.94 each
Comp bump stop kit (front/rear) Hydro only	£23.48
Steering racks outright	£72.22
Reconditioned radius arms (exchange)	£76.80
Hydrostatic pistons - Nylon / Cooper	£35.75/£33.78
Knuckle joint	£40.08 each
Swivel joint kit	£10.73 per hub
Track rod ends (Genuine / Non Genuine)	£13.92/£4.96
Steering rack boot kit (pair)	£5.70
Front subframe - Front mount / Rear mount	£36.60/£5.72
Displacer dust cover	£714
Bottom arm bushes	£1.80 each
Tie rod bushes	£1.08 each
Front towing eye	£10.20
Negative camber bottom arm 1.5 degrees	£51.34 pair
Adjustable tie rods (road use)	£28.60
Adjustable rear camber brackets	£48.52 pair
Adjustable suspension units - Standard / Competition	£26.40/£30.13 pair

### MANIFLOW EXHAUST SYSTEMS

The only exhaust system with a three year guarantee

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Panel lists available please ask

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# WELCOME



Alan's Mini build is truly inspirational.

So here we are, properly into the swing of 2016. It's a little crazy to think the magazine celebrates its 20th birthday this year, having first hit the newsstands in May 1996. I still remember buying the first issue, probably after doing my paper round! It's great to be here after two decades, and we're looking forward to a very special year.

Staying with anniversaries, 2016 also marks 50 years since the controversial '66 Monte Carlo Rally, where the Works Minis were denied a 1-2-3 finish by some rather suspect rule enforcement. We caught up with the likes of Rauno Aaltonen and Bill Price for their memories on the controversy, which is still a talking point after five decades. Read all about it from page 76.

Elsewhere, we've got some stunning feature cars for you, especially our amazing cover car. Alan Carruthers started building his R1-powered Mini 12 years ago, and now it's ready to hit the road with a whole host of inspirational bespoke touches.

Rewinding back through the years, we've also got the story of Chris Harper's lovely restored Mini 1100 Special, and Graham Varcoe's very unusual modified 1275 GT. If you like your Minis even more classic, then



Taking a spin in Chris Harper's 1100 Special.

how about Stu Fellows' lovely smooth-roof Minivan, or Peter Calleja's Mk1 Moke? Peter has really broken convention with his example, but with its bright red paint and 1275 engine, it's just perfect for the summer.

The warm weather may be some way off yet (if it ever arrives!), but the event season is already well underway. You'll find reports on the Wirral to Llandudno Run and Autosport International in this issue, along with plenty of other great content. Enjoy the mag.

**Jeff Ruggles**  
Editor, Mini Magazine

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Primary gear renewal



Alex pays tribute to a friend



Sort front end geometry



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1100 SPECIAL

# SPECIAL TR

**The Mini 1100 Special has appealed to Mini Sport MD Chris Harper ever since it was launched in 1979. Now he's finally got his hands on one, and it's surely among the finest examples remaining.**

Words Jeff Ruggles Photography Stephen Colbran

**T**he fate of the Mini 1100 Special is somewhat mysterious. Launched to mark the Mini's 20th anniversary in 1979 and billed as the most lavishly-equipped production Mini ever, it was so popular that BL had to more than double its production run to cater for demand. The vast majority of Mini enthusiasts have a real fondness for the 1100 Special's distinctive style, yet fewer than 100 examples remain in regular use. So what happened?

There will be many theories behind this of course, but unlike models that are scarce simply because only a few were made, we reckon that the Special's popularity is the very reason they've all disappeared. As a proper limited edition with many unique parts, it had a much wider kerb appeal than the standard 1000 model. And when things are desirable, supplies tend to get exhausted much quicker. The number of survivors dropped off sharply in the late '90s, and by the time people realised what was going on, it was too late. That, and rust. Lots of rust.

## ORIGINAL APPEAL

Fortunately, some examples have made the cut in 2016, and Chris Harper's 1100 Special is surely one of the best examples remaining. As the managing director of Mini Sport in Padiham, Chris is in the enviable position of dealing with some pretty special cars – from the firm's historic rally machines to its latest Cooper Car Co demonstrator, and with a couple of Paddy Hopkirk's own cars in amongst them too. And yet, even with all this Mini exotica to hand, he has a real fondness for this remarkably original limited edition.





1100 SPECIAL

# EATMENT





# 1100 SPECIAL

## THE BUILD

Having led a sheltered life, Chris' 1100 looked to be in good shape. However, digging a little deeper revealed plenty of rust, so the car was stripped, fitted with new panels and fully repainted. The trim and fittings are all original.



10-inch Exacton alloys shod with Dunlops.



The Special was fitted with a vinyl roof and deeper Clubman-style bumpers as standard. The 'Mini 1100' bootlid badge is correct.



Grille badge is just one of the unique features.



Raised-digit plates are a must for a car of this era.

**"It was so different to everything else that had been out there before..."**

Chris became a fan of the 1100 Special as a youngster. "When they first came out I was at school, and one of the teachers had one in Rose red," he recalls. "It was so different to everything else that had been out there before. It was a limited edition, and it was the first UK car to have the black arches. It was an iconic thing and it's always stuck in my head. It was the vision – I'd known the rally cars all my life, but this was one for the road."

The model certainly stood out in the range. Taking inspiration from the Belgian 1100 Special already being built at the Seneffe plant, it was the only UK-built round nose Mini to feature the 1098cc engine. Unlike the Belgian model however,

it boasted a host of neat extra features. The exterior got smart shaded body stripes down each side, with those wider plastic arch extensions (first seen on the Innocenti Cooper Export) covering 5x10-inch Exacton alloy wheels shod with 165-section Dunlop SP Sport tyres. Your £3300 also got you a centre console complete with radio, clock and a cigarette lighter, tartan seats, a sports steering wheel and even a weird oddments tray under the dash on the passenger side. Save for the arches and wheels, these parts would all remain unique to the Special.

Other features shared with the Belgian edition but a first for a UK round-nose model included side repeaters on the wings, squarer Clubman-type bumpers, the three-





Original 1098cc motor and gearbox were still in fine fettle, and didn't require rebuilding.



Unique logo on the cool shaded side stripes.

clock instrument binnacle from the 1275 GT, a vinyl roof and a special badge on the grille. The UK car's boot badge simply read 'Mini 1100', though many have since retro-fitted the Belgian Special's yellow bootlid badge in error. There were only two colours available for the UK edition too; Rose Metallic with a tan vinyl roof or Silver Metallic with a black roof, as seen in its full splendour here.

"It wouldn't have mattered if I'd had a Rose one or a silver one," says Chris. "It just so happened that a good friend of mine with a garage took one in as a swap, and said I should come and take a look. It was a one lady owner car, from somewhere down on the south coast, and it was fairly rotten. But the striking thing was that everything that would've been there originally was still there. The centre console, the radio, the

badge in the steering wheel, the steering wheel itself, the gearknob, the badges, the whole lot – all the bits and pieces that make it special."

## QUIET LIFE

Supplied new by Dawson's of Lymington and registered in March 1980, the car had obviously led a fairly sheltered life in the New Forest and has still only covered a mere 56,000 miles now. With everything so present and correct, Chris could avoid much

of the heartache that comes with restoring a rare limited edition and get straight on with the bodywork and paint. "It had been repainted before – whoever had it before had actually painted around the decals at some point," he explains. "If you looked across the room at it, then it looked nice..."

Metallic Minis from the '70s and early '80s seem to have an increased tendency for rust, and this one was no exception despite looking half-decent. Of course, Mini Sport is well placed to deal with such issues, ➔

The Special is the only UK model to get the export-type side repeaters on the wings.





Striking blue tartan interior really suits the silver paint scheme.



with its own comprehensive bodyshop on site. Resident bodywork guru Basil Unsworth completely stripped the car down to a bare shell, before replacing a whole host of panels. These included a front wing, both A-panels, both doorskins, the entire offside floor and sill assembly, an offside rear quarter, the nearside outer sill, the rear valance and closers, and the rear portion of

the boot floor. Repairs were also made to the offside flitch panel, rear companion bin and rear subframe mounting area, plus the front scuttle and the boot hinge panel. Where possible, Heritage parts were used.

With the shell solid once again, the car was then repainted inside and out in the correct BLVC202 Silver Metallic and treated to a new set of decals. Remarkably the black

vinyl roof is the still the original one, though Basil had to lift one of the corners to perform a localised repair to the metalwork before sticking it back in place.

## FACTORY FOCUS

Mechanically the car was still in fine fettle, so the 1098cc engine was simply removed and repainted without being dismantled.

## TECH SPEC

**BODY** 1980 Mini 1100 Special, restored with new front wing, A-panels, doorskins, offside floor and sill assembly, offside rear quarter, nearside outer sill, rear valance and closers, plus repairs to the boot floor, flitch panels, offside rear companion bin and rear subframe mounting area, front scuttle, hinge panel and roof. All original badges and bumpers, new decals, original vinyl roof, twin door mirrors, Sundym glass, wing-mounted side repeaters, plastic arch extensions. Paint: BLVC202 Silver Metallic.

**ENGINE** Standard 1098cc four-cylinder OHV A-Series, repainted and detailed to original spec. Power: 45bhp.

**TRANSMISSION** Standard four-speed rod-change gearbox, 3.44:1 final drive.

**SUSPENSION** Refurbished dry rubber cone set-up, refurbished with new parts.

**BRAKES** Refurbished drum brakes all round.

**WHEELS AND TYRES** 5x10-inch Exacton alloy wheels, new Dunlop SP Sport 165/70x10 tyres.

**INTERIOR** 1100 Special interior with original blue tartan seats, original black cut-pile carpets, centre console with radio, cigar lighter and clock, under dash storage tray, 1275 GT binnacle, unique two-spoke sports steering wheel.

Just how it would've been in March 1980...







Far smarter than the basic Mini 1000 in here...

Blue tartan seats can be a real nightmare to find. Luckily, these were in great condition.



The rare centre console, complete with radio, clock and cigarette lighter. Plush!



The rear seat has probably never been sat in.



Steering wheel was unique to the Special.

The same goes for the original gearbox. “We didn’t strip them; we didn’t need to,” adds Chris. “We restored it in the panel sense, the rest of it was already there. All we’ve done is panel it, paint it and add decals.”

Naturally, some of the service parts were in need of replacement after 35 years. There’s all new suspension bushes and fresh dampers, while the drum brakes have been rebuilt with a brand new master cylinder, backplates and wheel cylinders. The clutch cylinders are also new, and so are parts like the radiator and hoses, the alternator and various other consumables. Don’t expect to see any of Mini Sport’s famed upgrades though, as there are no Adjusta Rides or four-pot callipers here. “It’s all been done to

standard specification,” says Chris. “There’s nothing modified on it at all – it’s a standard car and that’s what I wanted.”

With all the bits present and correct, putting the car back together was relatively straightforward. The striking blue trim was in fine fettle, and even the original black carpets could be refitted. The same goes for the Exacton wheels, which were in great shape and only required a set of the correct Dunlop SP sport tyres to restore them to their former glory. Well, that and some particularly scarce finishing touches. “We had a Rose Special that had been smacked in the front, which has now gone to be turned into a rally car,” he explains. “The only things I didn’t have for the silver one were the centre caps for the wheels, but luckily the Rose had them on.”

## MUSEUM PIECE

The car was completed early last year, and although Chris has yet to enjoy it properly, he’s delighted with the finished result. “It just floats my boat for some reason,” he says.

**“There’s nothing modified on it at all – it’s a standard car and that’s what I wanted...”**

“Everyone talks about Coopers and GTs because of the power, but that was never my thinking – it was just because it was an iconic car. I’d seen a couple at shows, and although concours is not really my thing, I wanted an original car that could be driven.”

Such affection is shared by others too, something we witnessed first hand at Mini Sport’s Cooper open day last year. “We have a 970 S, we have MkI and MkII 1275 Ss, we have an 850 from January 1960, we have the rally cars – we have everything,” says Chris. “But the 1100 Special sits in the middle of them all and everyone just loves it. I’d like it to be seen at more at the shows, but with all the other cars we look after, it’s difficult. The plan one day will be to try and put together a museum so everyone can see it.”

Whatever happens, it’s clear that this particular example is in very safe hands. Sympathetically returned to its former glory, it’s a brilliant reminder of how appealing the 1100 Special would’ve been at the turn of the ‘80s. No wonder BL had to make twice as many as planned! **mini**



It’s just as mint in the boot, too.



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For over 47 years Mini Sport have been producing a range of remanufactured engines built on a long established commitment to engineering excellence & customer satisfaction.

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998cc - A series, A+ & Cooper	from £1615 £2464
1275cc - A series, A+	£1519 £2412
1275cc - Cooper Carb	£1564 £2456
1275cc - SPI and MPI	£1564 £2475
Surcharge from	£360 £675

\*E&G - Engine and Gearbox

## MPI & SPI Tuning Kit



From **35% power increase**

From **£957**

- Stage 3 cylinder head
- 1.5 roller tip rockers.
- Performance airfilter.
- LCB manifold
- Superflow exhaust
- Power Boost Valve (MPI)
- Head gasket set.
- NGK spark plugs.

## Crankshafts

Brand New or Reground

1275cc, From **£166**

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850/998/1098/1275cc or Injection



From **£27**

## Gearbox Steady Kits



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Developed to achieve significant power increase, improved acceleration & top speed with better fuel consumption, whilst maintaining engine reliability.



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Mini Sport Alloy Roller Tip Rockers Give the same power characteristics of fitting a performance camshaft without removing the engine. Also reduces valve wear by stopping the side loading on the valve stem created by standard rockers.

1.3, 1.5 or 1.7 Ratio  
From **£162**

## Rocker Cover



From **£24**

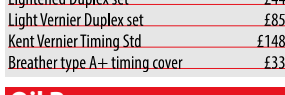
Polished Alloy	£24
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Breather type A+ timing cover	£33

## Oil Pumps



From **£12**

High quality performance oil pumps for all A series and A+ engines

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<b>Millers Oil</b>	
Classic Mini 20/50 (5Litres)	£26
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Oil Filter - Spin On type	£3
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Engine Mounting - Standard	£3.50
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From **£119**

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Verto **£46** Full Race **£185** Standard **£36**

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Verto clutch plate	£46
Sintered Metallic Full Race	£185

## Clutch Parts



Standard diaphragm ('S')	£43
Competition diaphragm - Orange	£39
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Pressure Plate - Lightened Steel	£77
Slave cylinder - (pre Verto)	£13
Slave cylinder - Verto	£28
Master cylinder - Late type, plastic	£49
Master cylinder - Early type, metal	£77
Clutch Housing Breather - '89on	£13



## Clutch Kits



Pre Verto From **£41** Verto From **£88**

## Gearboxes



Recon 4 Speed From **£537** Straight Cut 4 Speed From **£1133**

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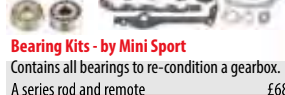
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Bearings From **£68** Recon Kit From **£163**



Bearing Kits - by Mini Sport  
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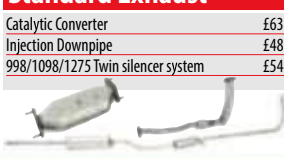


2" Centre Exit Single box system £67  
Twin box system £75  
Rear silencer £55  
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CAT Twin Box System Side Exit £117  
CAT Twin Box System Center Exit £118  
CAT Twin Box Twin DTM System Centre Exit £162

## Standard Exhaust



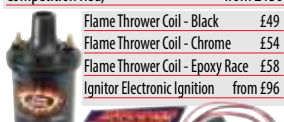
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## Aldon Ignition

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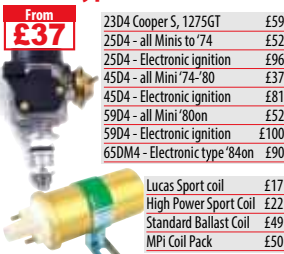


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59D4 - Electronic ignition £100  
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MPI Coil Pack £50

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Wheel Box From **£13**  
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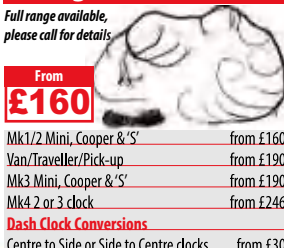
MK4 on **£33**  
MPI **£46**

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Saturday ..... 8.30am - 1pm  
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### Suspension Kit



<b>Gaz Shocks Kit</b>	<b>Spax Shocks Kit</b>
<b>£329</b>	<b>£391</b>

## ADJUSTA *Ride*

### Variable Height Suspension Kit



<b>Front Set</b>	<b>Rear Set</b>	<b>Full Kit Only</b>
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Kit:- 1.5" negative camber bottom arms, Group A adjustable tie rods and rear brackets

### Negative Camber Rear Brackets



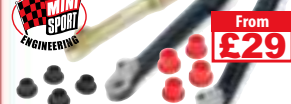
Negative camber & tracking rear brackets. Allows alignment of rear wheels.

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<b>Rear From</b>	<b>Front From</b>
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<b>Adjustable rose jointed, pair</b>	<b>£75</b>
<b>Adjustable rose jointed, heavy duty pr</b>	<b>£111</b>
<b>Standard bottom arm bush, each</b>	<b>£1</b>
<b>Up rated bush set, nylon</b>	<b>£14</b>
<b>Bottom arm shaft, each</b>	<b>£10</b>

## Adjustable Tie Rods



<b>Adjustable heavy duty pair</b>	<b>£30</b>
<b>Group 'A' adjustable pair</b>	<b>£52</b>
<b>Group 'A' rose jointed, pair</b>	<b>£130</b>
<b>Standard tie rod, each</b>	<b>£13</b>
<b>Tie rod bush, standard</b>	<b>£0.58</b>
<b>Tie rod bush set, up rated</b>	<b>£3</b>

## Shock Absorbers



<b>Each</b>	<b>Set of 4</b>
<b>£12</b>	<b>£45</b>

<b>B4 Each</b>	<b>Set of 4</b>
<b>£20</b>	<b>£79</b>

<b>B6 Each</b>	<b>Set of 4</b>
<b>£65</b>	<b>£244</b>

<b>Each</b>	<b>Set of 4</b>
<b>£62</b>	<b>£236</b>

<b>Each</b>	<b>Set of 4</b>
<b>£24</b>	<b>£94</b>

<b>Each</b>	<b>Set of 4</b>
<b>£41</b>	<b>£162</b>

<b>Each</b>	<b>Set of 4</b>
<b>£14</b>	<b>£55</b>

<b>Each, From</b>	<b>Set of 4</b>
<b>£28</b>	<b>£118</b>

<b>Each</b>	<b>Set of 4</b>
<b>£67</b>	<b>£258</b>

<b>Each, From</b>	<b>Set of 4 From</b>
<b>£59</b>	<b>£239</b>

## Steering Racks



<b>Standard</b>	<b>Quickrack</b>	<b>Sportspack</b>
<b>£55</b>	<b>£105</b>	<b>£95</b>

## Drive Train

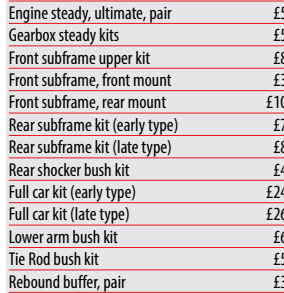
<b>C.V. Joints &amp; Boot Kits</b>	
<b>Outer CV Joint - Drum type</b>	<b>£25</b>
<b>Outer CV Joint - Disc type</b>	<b>£26</b>
<b>Outer CV boot kit</b>	<b>£2</b>
<b>Inner pot joint</b>	<b>£24</b>
<b>Inner joint boot kit</b>	<b>£4</b>
<b>Competition Drive Shafts</b>	
<b>Pot joint type, pair</b>	<b>£152</b>
<b>Hardy Spicer type, pair</b>	<b>£170</b>

## Wheel Bearings



<b>Front, drum brakes type</b>	<b>£11</b>
<b>Front, taper roller disc brake type</b>	<b>£12</b>
<b>Rear, taper roller type</b>	<b>£11</b>

## Polyurethane Bushes



<b>Front Bump stop kit, pair</b>	<b>£6</b>
<b>Engine steady</b>	<b>£5</b>
<b>Engine steady, ultimate, pair</b>	<b>£5</b>
<b>Gearbox steady kits</b>	<b>£5</b>
<b>Front subframe upper kit</b>	<b>£8</b>
<b>Front subframe, front mount</b>	<b>£3</b>
<b>Rear subframe kit (early type)</b>	<b>£7</b>
<b>Rear subframe kit (late type)</b>	<b>£8</b>
<b>Rear shocker bush kit</b>	<b>£4</b>
<b>Full car kit (early type)</b>	<b>£24</b>
<b>Full car kit (late type)</b>	<b>£26</b>
<b>Lower arm bush kit</b>	<b>£6</b>
<b>Tie Rod bush kit</b>	<b>£5</b>
<b>Rebound buffer, pair</b>	<b>£3</b>

Polyurethane bushes available in Black or Red

## Suspension Parts



<b>Top Arm Repair Kit</b>	<b>Each</b>
<b>£34</b>	<b>£31</b>

<b>Radius Arm Repair Kit</b>	<b>Each</b>
<b>£9</b>	<b>£9</b>

<b>Ball Joint Kit</b>	<b>Standard</b>
<b>£7</b>	<b>£7</b>

<b>Track Rod Ends</b>	<b>Up rated</b>
<b>£13</b>	<b>£13</b>

<b>Shocker Mountings - LH &amp; RH Available</b>	<b>Per Side</b>
<b>£7</b>	<b>£7</b>

<b>Standard</b>	<b>Comp</b>	<b>Bottom</b>
<b>£8</b>	<b>£18</b>	<b>£5</b>

## Swivel Hubs



<b>Drum type - RH or LH, each</b>	<b>£46</b>
<b>Disc type - RH or LH, each</b>	<b>£43</b>
<b>Fully Built Disc type - RH or LH, each</b>	<b>£84</b>
<b>Alloy Disc Type - kit</b>	<b>£491</b>
<b>Alloy Rear Hub - '84on, pair</b>	<b>£146</b>
<b>Standard Rear Hub, each</b>	<b>£30</b>

## Alloy Hubs



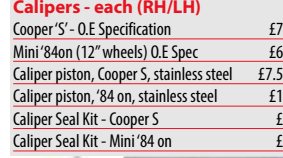
<b>Kit</b>	<b>Built</b>
<b>£491</b>	<b>£625</b>

## Drive Flanges



<b>From</b>	
<b>£15</b>	

## Brake Parts



<b>Calipers - each (RH/LH)</b>	
<b>Cooper 'S' - O.E Specification</b>	<b>£70</b>
<b>Mini '84on (12" wheels) O.E Spec</b>	<b>£65</b>
<b>Caliper piston, Cooper S, stainless steel</b>	<b>£7.50</b>
<b>Caliper piston, '84 on, stainless steel</b>	<b>£10</b>
<b>Caliper Seal Kit - Cooper S</b>	<b>£4</b>
<b>Caliper Seal Kit - Mini '84 on</b>	<b>£4</b>

## Master Cylinders

<b>Master Cylinder S/GT Plastic reservoir</b>	<b>£44</b>
<b>Master Cylinder S/GT Tin reservoir</b>	<b>£75</b>
<b>Master Cylinder Yellow Tag '85on</b>	<b>£73</b>
<b>Master Cylinder Green Tag '89on servo</b>	<b>£99</b>

## Handbrake Quadrants

<b>Standard type, each</b>	<b>£15.50</b>
<b>Alloy pair, in Red, Blue, Black, Gold, Orange</b>	<b>£26</b>

## Remote Servo Kit



<b>Mk1/2 Cooper 'S' Servo only</b>	<b>Only</b>
<b>£377</b>	<b>£165</b>

\*All Prices Include VAT. Mini Sport disclaims any liability for errors & omissions & also reserves the right to modify all or any part of the product descriptions & prices.

## Sure Stop Kits



<b>From</b>	
<b>£63</b>	

<b>Cooper 'S' 10" wheels - x-drilled discs</b>	<b>£95</b>
<b>Mini '84 on, 12" wheels - x-drilled &amp; grooved discs</b>	<b>£63</b>

## Brake Discs

<b>From</b>	
<b>£12</b>	

## Standard specification

<b>Cooper S - 7.5" Discs, each</b>	<b>£22</b>
<b>Mini '84 on - 8.4" Disc each</b>	<b>£12</b>
<b>8.4" vented - each</b>	<b>£16</b>
<b>Cooper 997/998 - 7" Discs, each</b>	<b>£50</b>

## Performance Discs

<b>Cooper S 10" wheels - X/drilled, pair</b>	<b>£66</b>
<b>Mini '84 on - X/drilled &amp; grooved, pair</b>	<b>£39</b>
<b>8.4" vented - grooved, pair</b>	<b>£71</b>
<b>7.9" vented - grooved, pair</b>	<b>£71</b>

## Backplate Assemblies



<b>Front</b>	<b>Rear - Std</b>	<b>Rear - Mintex</b>
<b>£82</b>	<b>£98</b>	<b>£104</b>

## Brake Drums



<b>Spacer Type</b>	<b>Standard</b>
<b>£13</b>	<b>£11</b>

## Pads & Shoes



## HUGE RANGE AVAILABLE, PLEASE CALL

## Aeroquip Hoses



<b>Brake hose kit (set 4)</b>	<b>£35</b>
<b>Metro 4 Pot caliper conversion</b>	<b>£44</b>
<b>Coloured Hose kits - red, black or blue</b>	<b>£41</b>
<b>Front Brake Hose, pair</b>	<b>£21</b>
<b>Rear Brake Hose, pair</b>	<b>£21</b>
<b>Clutch Hose pre verto</b>	<b>£11</b>
<b>Clutch Hose verto type</b>	<b>£13</b>

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\*All prices include VAT

Mini Sport  
Negative Camber  
& Tracking Kit  
**NOW ONLY  
£99**  
SAVE £23



Brake Caliper  
8.4" Discs  
LH or RH  
**EACH ONLY  
£59**  
SAVE £17



Maxxis  
Winter Tyres  
Set Of 4  
**EACH ONLY  
£138**  
SAVE £18

## 4 Pot Calipers



Pair From  
**£248**

Achieve the ultimate stopping power with these Mini Sport lightweight alloy 4 pot calipers. CNC machined 'in house' from high grade anticorrosive alloy billets. Available in Gold, Green, Gunmetal, Titanium, Silver, Black, Red, Blue or Purple

Calipers - 7.5" (10" wheels)	£248
Calipers - 7.9" vented	£248
Calipers - 8.4" standard replacement	£275
Calipers - 8.4" vented	£275

## Alloy Brake Kits



Set From  
**£313**

Specially designed and developed using precision matched parts producing the Ultimate Mini Brakes. Confident braking every time with consistent pedal feel and stopping power. Kit includes: Mini Sport 4 pot alloy calipers, performance discs, performance brake pads and fitting kit.

7.5" Discs (10" wheels) kit	£319
7.9" Discs vented kit	£327
8.4" Discs kit - standard replacement	£313
8.4" Discs vented kit	£353

## Disc Drive Assy



From  
**£493**

Fully built disc drive assemblies using new and genuine quality components.

### Standard Brakes & Calipers

Cooper S 10" wheels	£533
Mini '84 on, 8.4" discs	£493
12" to 10" wheel Brake Conversion kit	£209
<b>Upgraded with 4 pot alloy calipers</b>	
7.5" Cooper S with grooved discs	£680
7.9" Vented with grooved discs	£701
8.4" with x-drilled & grooved discs	£690
8.4" Vented & grooved discs	£728

## Alloy Superfins

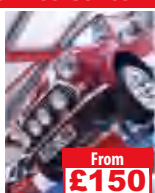


Pair Only  
**£99**

The Mini Sport Superfin superior light weight alloy brake drum has 25% extra fins for better cooling, a built in spacer for extra strength and rigidity, weighing 50% less than the original drum.

## Fitting & Service Center

We offer a professional while-u-wait fitting service on almost all the parts we supply. Book your Mini in & we will take care of it for you, while you wait in the comfort of our fully stocked showroom.



From  
**£150**

## Body Panels



Full range of Heritage, Aftermarket & Restoration panels available at the best prices, please call.

Replacement Panels	Non Gen	Genuine
A panel Mk3 - RH/LH	£12	£20
A post hinge panel - RH/LH	£9	£23
Rear valance all models	£14	£50
Rear valance closing plate	£8	£25
Front floor well - RH/LH	£21	na
Rear floor well - RH/LH	£28	£52
Sill Outer 4.5" Mk3 on - RH/LH	£15	£38
Sill Outer 9" Mk3 on - RH/LH	£19	na
Sill Inner repair - RH/LH	£11	na
Door Step, shaped - RH/LH	£11	£76
Boot floor rear repair	£21	na
Scuttle complete	£45	£125
Door Skin Mk3 on - RH/LH	£31	£82
Bonnet Mk2 on	£98	£166
Front wing - early	£45	£94
Front wing - late	£45	£94
Front panel to '76	£61	£176
Front panel '76 on	£58	£176
Screen corner repair	£10	na
Internal Door Hinges - Car Set	£68	na
Door Mk1/2 59-69 RH or LH	na	£564
Mini Van Rear Door R/H	na	£246
Mini Van Rear Door L/H	na	£246
Roof Panel - no aerial hole	na	£341
Dash Rail Upper - Steel Panel	na	£341
All Models	na	£31

## Body Shells



From  
**£6682**

## Screens & Seals

Windcreens	From
FRONT Clear	£40
FRONT Clear Heated	£221
FRONT Tinted	£46
FRONT Tinted Heated	£221
FRONT Top Tinted	£47
FRONT Top Tinted Htd	£240
REAR Clear	£109
Mk1 REAR heated	£223
Mk1 REAR Clear	£139
REAR Clear Heated	£188

## Rubber Seals & Strips

Screen seal front late type	£12
Screen seal front	£7
Screen seal rear	£10
Chrome locking strip	£3
Black locking strip	£3
Clip Windscreen Front & Rear	£3
Quarter light seal opening type	£6
Quarter light seal fixed type	£8
Mk3 Door seal	£13
Mk1/2 Door seal	£8
Finisher Door Outer LH or RH	£12
Finisher Door Inner	£9
Boot lid seal - Mini Saloon Mk1-3	£6
Boot lid seal - Mk4	£7
Sill trim chrome deluxe	£12
Roof gutter trim - black	£9
Roof gutter trim - Chrome	£10
Mk1 & 2 door window channel upper	£5
Mk1 & 2 door window channel lower	£9
Seal Van - Rear Window	£30
Seal Van - Rear Doors (Pair)	£31

## Grilles

Cooper int release	£43
Cooper ext release	£43
Cooper Lamp Holes	£89
Mk 5 wavy int	£75
Mk 5 wavy ext	£75
Mk3 chrome	£65
Mk1 Austin wavy	£81
Mk1 Austin Cooper	£74
Mk1 Morris Cooper	£69
Mk1 Mustache surr.	£82
Mustache ends, ea	£10
Mk3 surrounds, ea	£8
Mk3 Top surround	£15
Mk2 On (11 Bars) Black Non Genuine External Release	£56

Grille Buttons	Internal Bonnet Release Kit
Chrome or Black set	£8
Kit Only	<b>£20</b>

## Wipers

Wiper arm, each	£5
Wiper blade, each	£5
Wiper plug, each	£3
Wiper bezel kit	£4
Washer jets	£7
Twin, pair	£7
Single, pair	£5

Full Kit: arms, blades, washer jets twin, bezel kit & blanking plugs

## Mirrors

Black each	<b>£19</b>
Stainless, each	<b>£22</b>
Downton each	<b>£19</b>
Racing each	<b>£35</b>
Convex or flat	
Bullet each	<b>£12</b>
Chrome	
Interior	<b>£21</b>
Cooper pair	<b>£42</b>
White	
Cooper pair	<b>£46</b>
Late Black	<b>£34</b>
Clip On	<b>£25</b>

## Handles

Mk3 handle set includes both door locks & boot lock.	
Mk3 Set	<b>£45</b>
Boot Handle	<b>£22</b>
Mk2/3 Set	<b>£105</b>
Mk2 Set	<b>£124</b>
10 Piece Alloy Handle Set	
Full Set	<b>£30</b>

## Light Systems

Quadoptic Headlamps	Headlamps
Quadoptic H4 Halogen Conversion	
LHD Pair	<b>£43</b>
RHD Pair	<b>£35</b>
H4 Headlamp Assemblies, includes headlamp bowl plus inner bezel, suit LHD or RHD Pre '97 Mini	from £39
MPI Headlamp Mini - with motor	£54
Headlamp Leveling Motor - '97 on	£39
Valeo/Cibie Halogen unit, each	£54

Genuine Rover Cooper Lamp Kit	Kit includes 4 lamps, 4 brackets
Full Kit: 2 Drive Lamps & 2 Fog Lamps	<b>£259</b>
Full Kit: 4 Drive Lamps	<b>£250</b>
Genuine Lamps, Fog or Drive each	from £42
Lamp Brackets, outer or inner, each	from £7
Wiring per lamp	£9

Works Lamp Bar Kit	Kit
Full Kit: 2 Drive Lamps & 2 Fog Lamps	<b>£143</b>

Kit: Stainless Lamp Bar, wiring loom, 2 Drive & 2 Fog lamps	
Spot Lamps	
Pair	<b>£33</b>

Rally Giant Spot Lamp Kit	£36
Road Runner H3 Spot Lamp Kit	£19
Chrome Drive lamps classic style 5.5"	£33
Chrome Fog lamps classic style 5.5"	£33
Classic style 5" Stainless Steel Drive Lamps	£49
Wiring Kit for all Wipac driving lamps	£9

Side Repeaters	Indicators
Clear Type	£2
Amber Type	£2

Mk1/2 - push fit amber plastic lamp unit	£5
Mk1/2 - amber glass lamp unit, each	£11
Mk1/2 - push fit clear plastic lamp unit	£6
Mk1/2 - clear glass lamp unit, each	£11
Mk3/4 - amber lamp unit (screw type)	£5
Mk3/4 - amber lens, each	£3
Mk3/4 - clear lamp unit (screw type)	£5
Mk3/4/5 - clear lens, each	£2
Mk5 - clear lamp '97-'01	£8

## Rear Lights & Lenses

Mk4 Lamps	<b>£39</b>
Mk4 Lenses	<b>£27</b>
Mk1 Rear Lamp RH or LH, each	£36
Mk2/3 Rear Lamp RH or LH, each	£47
Mk1/2 - push fit clear plastic lamp unit	£6
Mk4 Rear Lamp RH or LH, each	£39
Mk4 Rear Indicator Lens RH or LH, each	£6
Mk4 Rear Reverse Lens RH or LH, each	£7

Clear Lenses	Mk4 Uppers
Supplied as pairs complete with orange & red bulbs, upper lenses only	<b>£10</b>

## Bumpers

Black Each	<b>£32</b>
Grey Each	<b>£32</b>
Chrome Each	<b>£32</b>
Standard	<b>£37</b>
Genuine	<b>£51</b>
Mk1 Inc Holes	<b>£58</b>

Mini Overriders	Original specification Mk1 & Mk2
Mk1 KIT	<b>£125</b>
Mk2 KIT	<b>£52</b>

Brightwork	Peaks, pair	Headlamp Peaks & Stone Guards	Guards, pair
	<b>£9</b>		<b>£10</b>

Number Plate Lamp Housing	
Steering Column Adjuster	
Chrome	<b>£17</b>
Brackets	<b>£2</b>

Boot Lid Hinges Chrome	
Seat Adjust Brackets	
Hinges	<b>£10</b>
Brackets, pair	<b>£4</b>
Door Escutcheons	
Seam Mouldings	
Mouldings	<b>£21</b>
Polished, pair	<b>£6</b>

## Fuel Caps

Locking Fuel Caps	
Stainless Steel	<b>£14</b>
Fuel Cap	<b>£12</b>
Aston Style Fuel Filler Cap	
Monza Fuel Filler Cap	
Fits over original locking cap	
Chrome	<b>£15</b>
Monza Fuel Cap	<b>£17</b>

## Decals

Checked Roof	£32
Union Jack Roof	£41
Bonnet Stripes - B or W	£7
Pin Stripes car set	from £8
GT Side Stripes - Black, gold, red, silver, white	£15
John Cooper Bonnet Stripes White/Black Signature	£18
John Cooper Styling Kit - laurels & side stripes - Black, gold, silver, white	from £23
Mini Thirty Decal Kit - for Red Car	£33
Open Classic Decal Kit - sides & boot	£31
Mini Mayfair Decal Kit - sides & boot (Script)	£31
Mini City E Decal Kit - doors & boot	£15
Tahiti Decal Kit - sides & boot	£30
Mini Sprite 1983 Decals	£57

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Monday	8.30am - 5.30pm
Tuesday	8.30am - 5.30pm
Wednesday	8.30am - 5.30pm
Thursday	8.30am - 5.30pm
Friday	8.30am - 5.30pm
Saturday	8.30am - 1pm
Sunday	Closed



## Wheels & Tyres

**Cooper S Steel Wheel** 4.5 x 12" Cooper Replica

3.5 x 10" 4.5 x 10"

Wheel Each **£69**  
Package From **£406**

Silver, Old English White

**6 x 13" Sportspack Replica** **7 x 13" Ultralite**

Wheel Each **£75**  
Package From **£572**

Black/Red stripe

Wheel Each **£70**  
Package From **£493**

Silver or Anthracite

**5 x 12" Ultralite** **5.5 x 12" Ultralite**

Wheel Each **£53**  
Package From **£381**

Silver or Black/Red stripe

Wheel Each **£58**  
Package From **£398**

Silver, Black/Red Stripe

**5 x 12" Revolute** **7 x 13" Revolute**

Wheel Each **£62**  
Package From **£374**

Black/Polished Rim

Wheel Each **£75**  
Package From **£479**

Black/Polished Rim

**ULTRALITE** **6 x 10" Deep Dish**

Wheel Each **£54**  
Package From **£348**

STAR MAG GB MINILIGHT MAMBA

**6x10", 6x12", 7x13"** **5x10", 5x12", 7x13"** **5x10", 6x10", 6x12", 7x13"**

Package include 4 wheels, 4 tyres, wheel nuts, centre caps, balanced & fitted.

**YOKOHAMA** **YOKOHAMA** **Winter Tyre**

A008 165/70 R10 **£49** A539 165/60 R12 **£57** A048 165/55 R12 **£83** A539 175/50 R13 **£67** A032 165/70 R10 **£56** MAXXIS 145/70 R12 **£40**

FALKEN FALKEN

Falken 145/70 R12 **£36** Falken 145 R10 **£39** Falken FK07 165/70 R10 **£45** Falken ZE914 165/60 R12 **£46** Nankang 175/50 R13 **£62** Nankang 145/70/12 **£24**

## Interior

**Moto-Lita**

Leather **£140** Woodrim **£143** Leather **£143**

Moto-Lita Boss Kits from **£52**

**Mountney Steering Wheels**

12" Classic Leather **£65** 13.5" Semi Dish Woodrim **£80** 320mm M range Polyurethane **£70**

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Full Range, each **£129**

2 CLOCK 3 CLOCK CLASSIC CENTRE ALLOY

Extra gauge holes & chrome rings at no extra cost!!

All combinations available. RHD or LHD, Burr Walnut, Charcoal or Alloy finish

Set of 4. Also available in charcoal.

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Available in all colours. Suit RHD or LHD.

From **£73** Boot Liner Set **£44** Load Space Liner

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Clubman **£170** Monaco **£180**

In Black nylon outer with black, red, blue or grey centre panel **Classic**

In Black, Blue or Red Nylon with perforated black vinyl patches & materials **Classic With Piping**

Available in red, black, blue, cream, green or grey

Seat Subframes **£47** LeMans **£390**

Available to match all Cobra seat colours, combinations & materials

In Black or Grey includes headrest

**Moulded Carpets**

Top quality carpets in Black, Blue, Red, Navy, Grey, BRG & Powder Blue to suit all models '59-'01

**Headlining Kits**

Kits from **£60**

In Cream, White, Grey or Black, complete with 'C' Panels & strip under rear screen

Headlining Kit Mini Saloon **£91** Sun Visors **£28**

**Wheel Arches**

Special Black **£16** Stainless Steel **£64** Sport Pack Genuine **£315** Sport Pack Non Genuine **£44** Monte Carlo **£56**

**Glassfibre Wheel Arches**

Group 2 **£48** Group 2 Race **£49** Group 5 Race **£54** Mini Miglia **£332**

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Available: Blackpool Mini, White Austin Mini, Paddy Hopkirk Mini, Winter Mini, Red Mini & Hillside Mini.

## His & Hers - British Accessories

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# Mini scene



Paddy with his trophy from the 1964 Monte Carlo Rally.



## PADDY HOPKIRK AWARDED MBE

Rallying legend gets New Year honour and starts new role as IAM ambassador

**W**hat a start it's been to 2016 for Paddy Hopkirk. As well as being awarded the MBE in the New Year's Honours List, the 82-year-old Mini rallying legend has since been appointed Mature Driver Ambassador by the Institute of Advanced Motorists.

Paddy needs little introduction to Mini fans – both he and the Mini Cooper were catapulted into worldwide fame when he won the 1964 Monte Carlo Rally in a Mini Cooper 1071 S, 33 EJB. Though many would say his achievements should have been recognised many years ago, his MBE has been awarded not only for his services to motorsport, but also for his more recent work as Patron of former High Wycombe-based charity SKIDZ. Established to provide training for disadvantaged young people and encourage them to find work in the motor industry, Paddy was able to raise funds for the charity by meeting fans at

events and donating money from the sale of his range of official merchandise, produced in conjunction with Mini Sport.

A modest Paddy was delighted by the news: "I'm very honoured and I appreciate all the people who wrote in about me [to nominate him]. I was very, very surprised – it just came out of the blue. It's a very nice feeling, and a nice New Year's present."

With the news that SKIDZ has gone on to become part of Amersham and Wycombe College, Paddy's tireless work has now reached a successful conclusion. He will still be involved, but he's also taken up a new role contributing in an area he's been passionate about ever since his rallying heyday – driver safety. This will involve promoting the IAM's Mature Driver's Assessment (MDA) as well as delivering safe driving advice.

The MDA is a 60-minute one-off session in the driver's own vehicle administered by a

qualified assessor. It gives an overview of any areas that might need improving as well as any areas of concern, providing piece of mind for the driver, friends and family. "It's not a test, it's an assessment, with no pass and fail," said Paddy. "I did it, and really enjoyed it. Everyone needs to revisit their abilities, and to get that from someone who is both independent and sympathetic to the driver is very valuable."

"I am delighted to be involved with the IAM," he added. "Our joint goal is to bring the numbers of people killed and injured on the roads down as low as we can. It's something I know the IAM is dedicated to just as much as I am, so we are a great match."

Neil Greig, IAM director of policy and research, said: "We are delighted to have Paddy on board. He is the perfect example of how being older shouldn't be a barrier to a safe and enjoyable motoring life." For more on the IAM and MDA, visit [www.iam.org.uk](http://www.iam.org.uk)



Paddy will promote the IAM's Mature Driver Assessment.



The rally legend has long been an advocate of motoring safety.



# DAVID BOWIE

## Mini fans celebrate iconic singer

■ We were extremely saddened to hear of the passing of revered English musician David Bowie, who passed away aged 69 on January 10 following an 18-month battle with cancer. Bowie could include being a singer, song-writer, multi-instrumentalist, record producer, painter and actor amongst his many talents, and even made an impact on the Mini scene, designing a mirror-finish 'art car' ahead of the Mini 40 celebrations in 1999. When asked what inspired the design, he was reported to have said: "I wanted to make something that could not be distinguished from its surroundings."

The other two participants were fashion industry superstars Kate Moss and Paul Smith, with a fourth design, the 'Mini Time Machine', as displayed at the 2015 IMM in Lithuania, the work of Mark Ward from Hounslow.

Images of Bowie's art Mini have been shared all over social media, together with an image purported to be a young Bowie installing a rear window on the production line while working for BMC. Although the man in the photo certainly looked a little like Bowie, it's actually a photo taken in 1959, with the resemblance jokingly highlighted on a Mini forum several years ago. Nevertheless, the worldwide esteem for Bowie is clear amongst the Mini fraternity and beyond, and his genius will never be forgotten.



David Bowie's  
1999 art Mini.

## AUCTION ROUND-UP

### Classic Minis going under the hammer

#### ARTCURIAL MOTORS, PARIS

■ A famous Rover Mini Cooper was due to go under the hammer in France on February 5. Built by John Cooper Garages as a personal project, it was originally registered with the numberplate H15 FUN, which had previously appeared on Mike Cooper's green Cooper 1400 S before it was exported to South Africa.

The plate is now on Mike's MINI Cooper S, but the car retains the rest of its unique features, including a 1380cc engine and five-speed 'box, plus a leather and Alcantara interior with Recaro seats, alloy dash and custom headlining.

The car will be auctioned by Artcurial Motors in Paris, and is estimated to sell for a whopping £60,000.



The L2B Run is more popular than ever.

## L2B TICKET RUSH

### First batch sold in record time

■ Tickets for the 2016 London and Surrey Mini Owners Club's London to Brighton run have sold out in record time. Put on sale by Mini Spares on January 18 at 9am, the first batch of 1200 tickets released for general sale were all snapped up in a little over four hours.

The demand for the 2016 run has surpassed last year's event, when the first batch were sold over a period of four days, and in 2014 they were available for almost nine weeks. Such unprecedented demand caused some glitches in the system later on, meaning another batch of 200 tickets had yet to go on sale as we went to press, but we expect them to sell fast.

The 2016 run is the 31st of its kind. It will take place on Sunday May 21-22, with camping available at the start point in Crystal Palace Park on the Saturday night. The run gets underway the following morning, when over 2000 Minis will gather on Brighton's Madeira Drive surrounded by a whole host of attractions, including the Show 'n' Shine, trade stands, live action and much more. Questions about the event can be directed to enquiries@london-to-brighton.co.uk



## TV MINIS WANTED

### Did you own a Morris Mini in '66?

■ Did you buy, sell or even build a Morris Mini 50 years ago? Brighton-based Pier Productions is looking for people and Minis to be featured in a new BBC documentary exploring the 50th anniversary of 1966.

It's hoping to hear from people with stories surrounding the 94,889 cars that rolled off the production line at Cowley during '66. Filming will take place during February, and the show will be broadcast on BBC One in Hampshire, Dorset, Oxfordshire, West Sussex and Surrey. For this reason only contributors from these areas are being sought. E-mail julian.paszkiwicz@pierproductions.co.uk or call 01273 691401.

## NEWS SHORTS

### COOPER'S GARAGE MOVE

Suffolk-based Mini specialist Cooper's Garage has moved to a fully-refurbished new premises. It's staying in Mildenhall, but can now be found at 18 Hampstead Avenue, IP28 7AS, which is just down the road from the old location. See [www.coopers-garage.com](http://www.coopers-garage.com)

### IMM BELGIUM

Mini Fun Club Belgium says that the feedback it is receiving suggests that everyone is very excited about taking part in the first ever IMM in Belgium. "It's getting back to the roots of the IMM with an event held on a large, flat site where everybody, club member or not, can socialise, party and go shopping," say the organisers. An impressive 2200 tickets have now been sold, plus around 300 child tickets, with 35 traders confirmed. Visitors will also be able to taste special IMM chocolates! See [www.imm2016.be](http://www.imm2016.be)

### RECORD SALES FOR MINI

MINI enjoyed its most successful year to date in 2015. A total of 338,466 vehicles were delivered to customers worldwide, an increase of 12 per cent compared with the previous year and helped by the launch of the new five-door and Clubman models. The news comes ahead of the release of the new Cabrio model, due on the market in March.





Steve Entwistle with Paddy Hopkirk.



Clive King's Cooper S.



The ex-Will Sparrow Clubman.

## HRCR OPEN DAY 2016

### 1966 remembered at busy Gaydon event

■ The Historic Rally Car Register's 2016 Open Day took place at the British Motor Museum in Gaydon on January 16, marking the 50 year anniversary of the Mini's notorious disqualification from the Monte Carlo Rally in 1966. Despite the rest of museum being closed (see story below) the day attracted a huge amount of interest, with rally drivers past and present in attendance.

Among the Minis on display were two of the cars from the '66 event, GRX 55D and GRX 5D, while the famous Mini personalities included Paddy Hopkirk, former BMC Competitions Manager Bill Price and Barrie 'Whizzo' Williams. We were delighted to see the ex-Will Sparrow Mini Clubman there too,

which looks superb following its lengthy rebuild, plus a great line-up of Minis and other rally exotica outside.

The day also proved to be an excellent showcase for current Mini rally drivers. Mini Sport had a very strong presence, with Steve Entwistle's famous ex-Roy Mapple 'Orangebox' car joined by Paddy Hopkirk's own car, 6 EMO, and Clive King's eight-port Cooper S, fresh from its exploits on Rally GB in November. Both the Mintex 'old Stager' and Mini Sport-backed Mini Cup got off to a great start, with more registrations taken before lunch than in the whole of last season.

For more on the 1966 controversy, see our full feature from page 76. Further details on



GRX 55D on display.

the HRCR championship can be found at [www.hrcr.co.uk](http://www.hrcr.co.uk)



Dubai has some colourful Minis!

## EMIRATES CLASSIC SHOW

### Minis set to star at Dubai event

■ Downtown Dubai is gearing up for the eighth edition of the Emirates Classic Car Festival on March 15-19, with a strong turn-out of Minis expected.

The event, organised by global development company Emaar Properties, attracted nearly 400 hundred vehicles last year. The Best in Show award went to a rare 1956 Ferrari 250 Boano Alloy, but 24 members of the United Arab Emirates Mini Club displayed their often bizarrely modified Minis to win the Club Merit Award. The Mini is hot property in Dubai now that right-hand-drive is permitted for imported classic cars, and we're looking forward to seeing them once again line the elegant Mohammed Bin Rashid Boulevard at the foot of the 829m Burj Khalifa, the tallest building in the world.

## BRITISH MOTOR MUSEUM

### Attraction to re-open during February

■ The British Motor Museum reopens to the public on Saturday February 13 following its £1.1million refurbishment. Formerly known as the Heritage Motor Centre, the new Museum will be visually more exciting with an immersive display of British motoring history, designed to appeal to both current fans as well as new audiences.

Also opening on the same day is the new Collections Centre, allowing public access for the first time to an extra 250 cars from the reserve collections of the British Motor Industry Heritage Trust and the Jaguar Heritage Trust. Tours of both the Museum and the Collections Centre will be available daily and can be booked at no extra charge on arrival. All half term family activities are also free of charge. To find out more visit the website at [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk) or call 01926 641188.

Many extra cars will be on display at the museum when it reopens.

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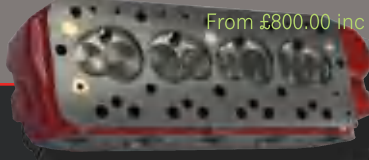


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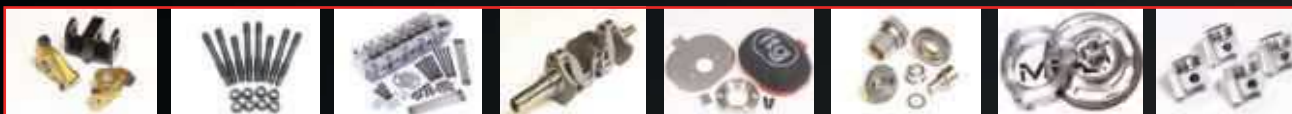
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Hardy spicer couple joints - each	£150.00
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Setrab race oil cooler kits	£325.00
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ST11 LCB exhaust manifolds	£378.00
ST111 LCB exhaust manifolds	£415.00
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A variety of Minis from mild to wild took part in this end-of-season battle.



Photography Saburo Shimazu

## SUPER BATTLE OF MINI

Eight classes of Mini-based antics at Tsukuba.

The curtain was brought down on the 2015 Japanese Mini racing season as the Super Battle of Mini took place at Tsukuba Circuit on December 12, hosted by Sanwa Trading. It was the last of four 2015 meetings to be organised by Sanwa, which join other events like Turtle Trading's Turtle Cup to make up a comprehensive programme of Mini motorsport during the year.

The Super Battle of Mini featured a whopping eight different Mini races on this occasion, together another three for non-Minis. Cars taking part ranged from tweaked small-bore Minis right through to hybrid-powered and silhouette creations. There were also two classes for big-bore A-Series powered cars, and two for injection cars using the standard ECU. A particularly



Turtle Trading's race-winning car.

interesting class takes place under the name 'Classic Narrow Cup', and caters for cars without arches running on CR65 tyres.

The winners included Jun Ishikawa in the Mini Moto Class, Mokoto Yoshinaga in the Silhouette Class and Takashi Sato in the Mini Sprint 1300 T category, while Jiro Shimazu won the Super Sprint Class driving the 1460cc racer featured in our December issue. Elsewhere, honours in the Injection Class Sprint and Injection Class Legal were taken by Kento Yuasa and Kyoko Shimura respectively, with Yasuhiko Arai winning the Narrow Cup and Takumi Taniguchi victorious in the Mini 1000 Class.

In addition to the Mini action, there were races for Lotus 7-style cars and Ginettas, European classic cars and period single seaters, along with a UK-style flea market to keep the attendees entertained.

## BUMPER MINI CUP ENTRY FOR 2016

18 Minis to take part in first round.

Anticipation is building ahead of the HRCR 2016 Mintex 'old Stager' Asphalt Stage Rally Championship and Mini Sport-backed Mini Cup, with a bumper entry set to take part. The HRCR Open Day on January 16 saw 20 crews register for the Mini Cup, with the return of all of last year's main contenders and several new faces.

Amazingly, the entry list for the first round was filled by lunchtime, meaning the AGBO Stages at Weston Park on March 20 will feature an impressive 18 Minis – something that hasn't been seen on a stage event for a very long time! Fresh from their class-winning exploits on Rally GB, Clive King and co-driver Anton Bird will be back



Photo KPB Photography

to compete in both the Mini Cup and old Stager Championship, while numbers have also been boosted by opening a class for A-Series-powered classic Minis that meet MSA regulations but are not fully compliant with the historic requirements.

There will be separate awards for the leading competitors in each age category, with no overall winner, and a wide range of class awards to aim for. The Mini Sport Cup will be open to models from any of the age categories. Regulations and championship registration forms can be found on the HRCR website at [www.hrcr.co.uk](http://www.hrcr.co.uk)



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28 March - Castle Combe  
17 April - Brands Hatch GP  
14-15 May - Cadwell Park  
19 June - Donington Park  
16-17 July - Brands Hatch  
20 August - Oulton Park  
10-11 Sept - Snetterton  
1-2 October - Zandvoort



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[www.mini7.co.uk](http://www.mini7.co.uk)



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# WIRRAL TO LLANDUDNO RUN

Wirral Minis offers its annual antidote to the winter blues with a picturesque trip to the North Wales coast.

Words and Photography Michael Horsler



**A**fter seemingly endless floods and storms in recent weeks, it was great to see a large group of Minis take to the road for Wirral Minis' annual Wirral to Llandudno run on January 10. This unofficial curtain opener for the new season was blessed with streaming sunshine, offering a perfect antidote to the New Year blues and a great chance to blow out the winter cobwebs.

With 132 runners booked in

and another 12 meeting up on the day, the start point at Bromborough on the Wirral was a busy affair. The run remains free to enter, but participants are encouraged to buy a souvenir run plaque, something that has enabled the club to support Claire House Children's Hospice for the last two years.

From the Wirral, the runners wound their way through the scenery of North Wales towards the traditional re-grouping stop at Rhos-On-

Sea. This sets the event up perfectly for the run along to the Great Orme, a picturesque headland close to Llandudno. On its own the snaking one-in-three climb to the summit is fun, but with a huge swarm of Minis it makes for a fantastic experience. It may have been a little windy and cold in the parking area, especially for one hardy chap driving a Mini-based three-wheeler, but the stunning snow-topped mountain background and views out to

sea made it all worthwhile.

The descent from the top is a touch easier but just as much fun, with great views as the Minis zig-zag back down to Marine Drive en route to Llandudno Promenade. Here the Minis all lined up along the seafront to the delight of participants and locals alike. It was a fitting end to the event, which continues to be a real winter highlight. If you want to take part next year, January 8 is the date for your diary – see [wirralminis.com](http://wirralminis.com) 

Smart red Mini Minus leading the pack down the Orme.



The zig-zag descent is an iconic feature of the event.





# EVENT REPORT



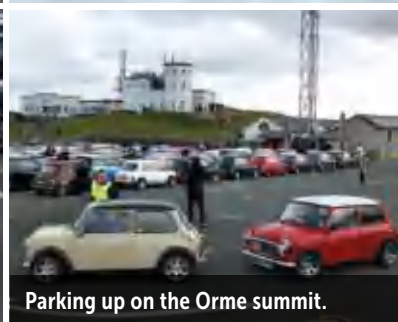
Blasting round the Great Orme's perimeter road.



Now that's brave choice of vehicle!



John Sanderson's lovely Countryman.



Parking up on the Orme summit.



The Minis lined-up on Llandudno Promenade to finish the day.



Just like a rally stage...



Neat charity run plaques.



Great views from Llandudno seafront.

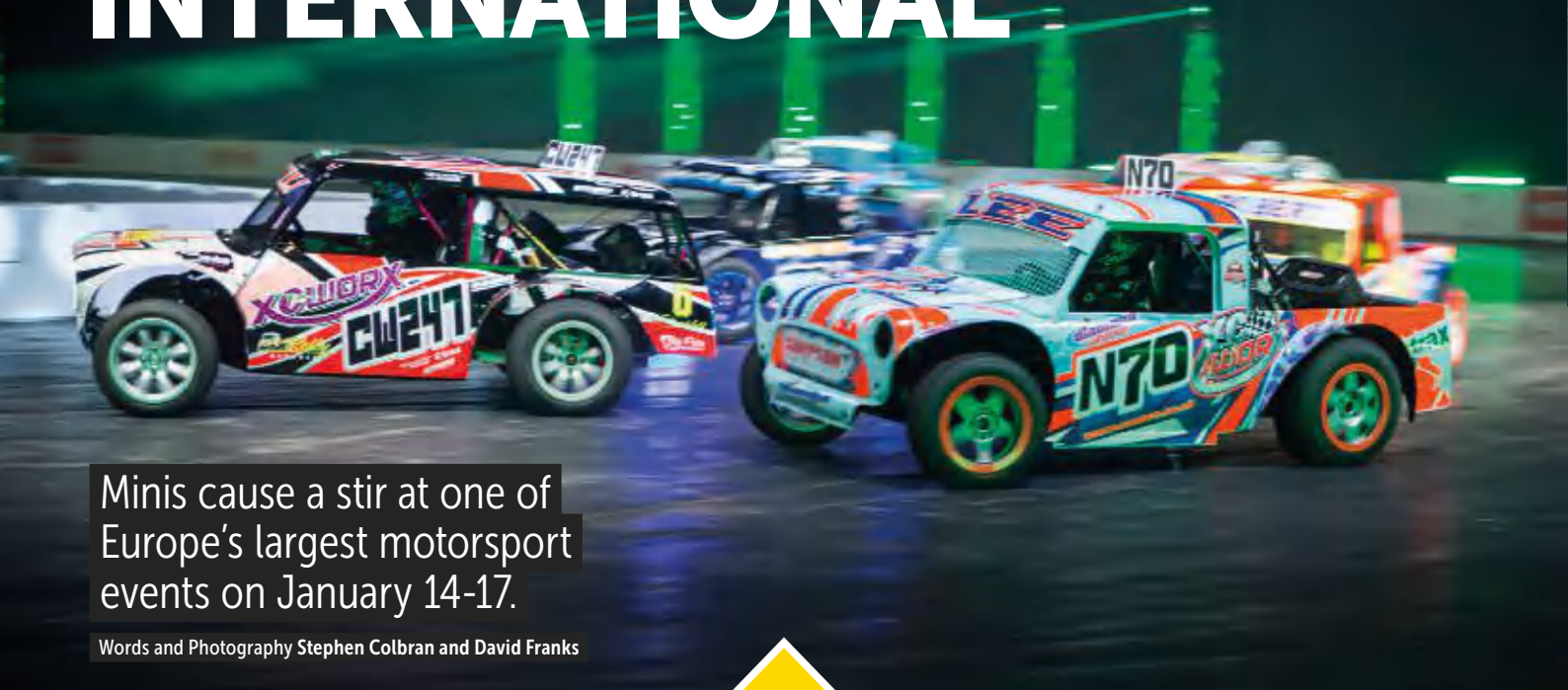


Toll paid, and ready for blast off!





# AUTOSPORT INTERNATIONAL



Minis cause a stir at one of Europe's largest motorsport events on January 14-17.

Words and Photography Stephen Colbran and David Franks

**W**e're usually able to spot the odd Mini or A-Series engine dotted about ASI, a mammoth event for all things motorsport at Birmingham's NEC, but this year saw a real influx. First were a couple of MPi Coopers up for sale in the Coys auction, one a low mileage 2000-reg Cooper on 12-inch wheels and the other a rally-style '97 that apparently once belonged to the Duke of Westminster. The 2000 car didn't sell, but the '97 went for just over £5000

Burlen Fuel Systems had

Mark Burnett's historic racer as part of its retro SU Carburettor Company display, with a prototype DU6 carb bolted on a 3D-printed inlet. Apparently the engine runs with this plastic manifold attached, but they dare not leave it ticking over for long! When the proper aluminium casting is complete, this twin 1.75-inch SU should make an interesting alternative to twin H6s, with a 1.5-inch version on the way to replace classic H4s. The price will be into four figures, but it's expected to make more power and be more reliable than the ancient equivalents.

Another historic Mini belonged to Swiftune, the ex-Jon Mowatt 1275 GT from the cover of our July 2015 issue, which looked magnificent under the lights of Kent Cams' eye-catching stand. We also met up with Ryan Cowley and his Bennetton F1-inspired Mighty Mini racer, which you may recognise from our diary section. Also from the Mini racing scene was Charlie Budd and his team from Pristine Condition, who managed to bring along two Mini Se7ens and a range of merchandise to promote the 50th anniversary of the Mini 7 Racing Club.

Both Mini race series were proving popular with potential racers throughout the weekend.

Force Racing was back with another popular display of fancy split-rim alloys and lightweight competition parts. Company boss Carl Austin says he's selling more wheels than ever for hill climb specials, but the Mini is still a big part of the business, so the main attraction was his own Mini project. The featherweight saloon is being prepared with titanium subframes and composite panels all round, with trick Quantum dampers and slick



Charlie Budd's 2015 Mini Se7en racer.



Tidy 2000 Mini Cooper from the auction.





Lots to monitor here!



Force Racing's new build.



Check out the titanium subframe...



Ryan's Mini, rear view.



Specialist Components' new dash display.



The Fire Fighters Race Team's re-worked Mini racer.



There were many Autograss Minis.



Ryan Cowley's racer.



New DU6 carbs from Burlen.

tyres to conquer all on hillclimbs and sprints.

Thursday and Friday are press and trade days, where Specialist Components could be found impressing fellow engineering types with an all-new slimline ECU and smart dashboard display. It's new 10-inch split-rims were also on show for the first time, plus the seven-port head and a bunch of other cool components. When the public arrive on Friday and Saturday, the engineering hall is always swapped to a new layout, and there assembled the Fire Fighters Race Team and an

incredible line-up of Minis. Elliot Ness debuted his modified saloon, which we've been waiting impatiently to see for a couple of years now. It certainly didn't disappoint.

Andy Waller brought along his awesome VTEC Mini, Les Stanton and Lee Jones both showed off their spaceframe racers and David Franks' FFRT car was present too, stationed beside a restored 1934 Morris fire engine. Oval racing Mini fans were also catered for with a selection of Ministox and mild to wild grass-track cars. It was the best year so far for the Mini at ASI. 

Digital centre speedo looks ace.



Look! A see-through engine!

Auction Mini made £5000.



Jamie Townsend's supercharged van.



Elliot Ness' Mini made its show debut.



Re-made twin H4s looking flash.

Swiftune's 1275 GT racer.



Tasty split rims on show.



SC's Matthew with some cool new parts.







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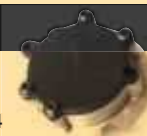


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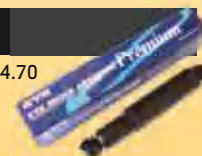
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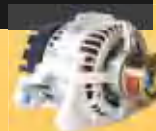
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### February 7

#### WCMS Brunch Gathering

West Country Mini Scene's season opener at Route 5 Diner, Haldon Hill, near Exeter, from 11am-2pm.

[www.wcminiscene.co.uk](http://www.wcminiscene.co.uk)

### February 26-27

#### Race Retro

Historic motorsport-themed show at Stoneleigh Park, Warwickshire. Expect traders, displays, and celebrity drivers.

[www.raceretro.com](http://www.raceretro.com)

### March 5-6

#### NEC Restoration Show

Classic car and restoration event held at the NEC in Birmingham.

[www.necrestorationshow.com](http://www.necrestorationshow.com)

### March 19-20

#### Goodwood Members' Meeting

The 74th annual Members' Meeting at the Goodwood Circuit near Chichester in West Sussex, featuring plenty of historic motorsport racing and demos.

[www.grrc.goodwood.com](http://www.grrc.goodwood.com)

### March 20

#### Cap'n Jaspers Gathering

West Country Mini Scene's first Breakfast Gathering of the season, taking place at Plymouth Barbican from 10am-3pm.

[www.wcminiscene.co.uk](http://www.wcminiscene.co.uk)

### March 26

#### Horsham Piazza Italia

Minis parade through Horsham as part of the town's Italian-themed weekend.

[www.horshampiazzaitalia.co.uk](http://www.horshampiazzaitalia.co.uk)

### March 27

#### East Coast MC Easter Run

Starting at Ram Meadow car park in Bury St Edmunds bound for Southwold, in aid of Help For Heroes. Entry is £12 per car including goody bag, run plaque and sticker.

[www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

### March 28

#### Surrey Hills Easter Run

Starts at the Royal Oak in Pirbright, taking in 60 miles of local roads. Aimed at original Minis but MINIs welcomed too. Finishes at Super Mini near Addlestone for a barbecue. Entry is £5 per car, payable on the day.

[www.shmg.co.uk](http://www.shmg.co.uk)

### April 3

#### Brooklands Mini Day

Great outdoor event at the historic Brooklands Museum in Surrey. Attractions include traders, club stands and the famous Test Hill.

[www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

### April 16

#### Pride of Longbridge

A celebration of vehicles built at the

Longbridge plant, including Minis, and those who worked there. Taking place at Cofton Park.

[www.facebook.com/groups/steveturner36](http://www.facebook.com/groups/steveturner36)

### April 17 2016

#### Lincoln BIG Mini day

Free event taking place for the 9th year at Brayford Wharf North, Lincoln, from 10am. Space is limited, so arrive early. Cars stay in place until 4pm.

[www.trentvalleymoc.co.uk](http://www.trentvalleymoc.co.uk)

### April 30 - May 1

#### Mk1 Performance Action Day 3

Superb classic Mini action weekend taking place at the Blyton Park Motorsport Centre, Lincolnshire. Includes two track layouts for each day, famous Mini personalities, special displays and more. Proceeds will go to Cancer Research UK.

[mk1-performance-conversions.co.uk](http://mk1-performance-conversions.co.uk)

### May 8

#### British Mini Day

British Mini Club's first outdoor event of the season, set in the outstanding grounds of Himley Hall and Park in Staffordshire. Includes trade and jumble stands, plus the first round of the BMC Premier Concours.

[www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)

### May 12-16

#### IMM 2016

Mini Fun Club Belgium will host the 2016 International Mini Meeting at Kristalpark near Lommel. This is set to be a traditional IMM, with added Belgian beer and chocolate. Ticket prices will increase closer to the event.

[www.imm2016.be](http://www.imm2016.be)

### May 22

#### London to Brighton Run

The daddy of all Mini runs, organised by London and Surrey Mini Owners Club. Camping at Crystal Palace Park on the Saturday night, with Minis setting off for Brighton's Madeira Drive on Sunday. Includes a show 'n' shine, trade stands, club displays, live action in the arena and much more.

[www.london-to-brighton.co.uk](http://www.london-to-brighton.co.uk)

### June 5 2016

#### National Metro and Mini show

Activity-packed new event taking place at the Heritage Motor Centre, Gaydon, to cater for both Metros and Minis. Features include camping, a glow show, Cooper 35 LE display, a concours, 'nonconcours', traders, clubs and more. Search for 'National Metro and Mini Show' on Facebook.

### June 6-9 2016

#### Mini Meet West

Mini Owners of America, Los Angeles (MOALA) will host this year's event,

which takes place in sunny San Diego.

[www.minimeetwest2016.com](http://www.minimeetwest2016.com)

### June 12

#### National Mini Cooper Day

Excellent annual event at the Beaulieu Motor Museum in Hampshire.

Expect fantastic Works Mini displays, Mini celebs, autojumble, club stands, concours and more.

[www.minicooper.org](http://www.minicooper.org)

### June 25-26 2016

#### Mini & VW Bus show

British Mini Club bring two iconic vehicles together at DK Rugby Club, West Midlands. Highlights include a Late night bar with live band. Check out 'Mini & VW Bus' on Facebook.

[www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)

### July 10

#### Mini World Live

Action-packed Mini event and trackday taking place at Rockingham Motor Speedway, Northants. Expect a show 'n' shine, retail village, Saturday night camping and entertainment, and more.

[www.miniworldlive.co.uk](http://www.miniworldlive.co.uk)

### July 15-17

#### Skegminifest

Music, Minis and laughter at the Welcome Inn in Skegness, with camping available Friday to Monday. All Proceeds to Mcmillan Cancer Support.

[www.skegminifest.co.uk](http://www.skegminifest.co.uk)

### July 31 2016

#### Colchester to Yarmouth Run

Colchester Mini Club invites all Minis on its run from Essex to Great Yarmouth on the Norfolk coast.

[www.colchesterminiclub.co.uk](http://www.colchesterminiclub.co.uk)

### August 5-7 2016

#### Cambridge Mini Chill

Relaxed Mini camping weekend taking place at Marley Eternit Social Club in Meldreth, Cambs. Expect local bands, food and more.

[knowles.madhouse@virgin.net](mailto:knowles.madhouse@virgin.net)

### August 14

#### Mini in the Park

Brilliant Mini event at Santa Pod raceway. Camping and entertainment on Saturday night, followed by traders, club displays, live arena, dragstrip action, the chance to win a Mini and more on Sunday.

[www.minishow.co.uk](http://www.minishow.co.uk)

### August 27-29 2016

#### East Anglian Job

Norfolk Mini Owners Club's popular weekend returns for the fourth time. Activities include two Mini runs, camping, a quiz and a barbecue.

[www.eastanglianjob.co.uk](http://www.eastanglianjob.co.uk)

### REGULAR MINI EVENTS

#### Ace Cafe Mod 'n' Mini Night

Visit the iconic Ace Cafe on London's North Circular on the first Thursday of each month throughout the year.

[www.ace-cafe-london.com](http://www.ace-cafe-london.com)

#### West Midlands Mini Nights

Taking place on the second Friday of every month at the Sketchley Bar in Weir Lane, Lower Wick, Worcester.

[www.westmidlandminishow.co.uk](http://www.westmidlandminishow.co.uk)

#### Trent Valley Mini Nights

On the first Friday of each month from May to September at The Red Lion, Redbourne.

[www.trentvalleymoc.co.uk](http://www.trentvalleymoc.co.uk)

#### H Cafe Mini Meets

Taking place on the second Thursday of each month at the H Cafe, Oxford Road, Dorchester-on-Thames.

[www.h-cafe.co.uk](http://www.h-cafe.co.uk)

### September 4 2016

#### British MiniFest

Popular event taking place at Uttoxeter Racecourse. Includes the second round of the Premier Concours, plenty of action in the live arena (including loudest exhaust and ICE sound-off), traders, autojumble and more.

[www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)

### September 6-14

#### Italian Job Tour

Drive to Italy and visit the film locations of the iconic 1969 film, *The Italian Job*. It takes place over nine days and features guided tours, plus a three-night stay in the famous Lingotto Hotel. Cost is £675 per person, based on two people sharing.

[www.italianjobtours.co.uk](http://www.italianjobtours.co.uk)

### September 11 2016

#### Mouth to Mouth Run

Jurassic Coast Minis' annual run, beginning at the Riviera Hotel in Weymouth and ending at the Lifeboat Station in Exmouth. Full details are on the club's website.

[www.jurassiccoastminis.co.uk](http://www.jurassiccoastminis.co.uk)

### October 23 2016

#### Cap'n Jaspers Gathering

West Country Mini Scene's autumn Breakfast Gathering, taking place at Plymouth Barbican from 10am-3pm. All Minis and MINIs are welcome.

[www.wcminiscene.co.uk](http://www.wcminiscene.co.uk)

### May 25-29 2017

#### IMM 2017

The International Mini Meeting returns to Ireland, with the Irish Mini Owners Club hosting the event 20 years after it last did so in 1997. The location for 2017 will be Piltown, County Kilkenny.

[www.irishminis.ie](http://www.irishminis.ie)



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## HOT FOR 2016



### MKI ACTION

■ The friendly MkI Performance Action Weekend has already become a must-attend event for early Mini fans. Held at the Blyton Park Motorsport Centre in Lincolnshire on the weekend of April 30 – May 1, it's an excellent chance to get your Mini out on track with a host of like-minded enthusiasts. But that's only the half of it, with a wide variety of classic Minis and derivatives on

display, plus a host of legendary surprise guests. Previous visitors have included Gordon Spice, Warwick Banks, 'Whizzo' Williams, Anita Taylor, 'Jumpin' Jeff Williamson, Bob Fox and more. There are different track layouts for the Saturday and Sunday, and proceeds will go to Cancer Research. See [mk1-performance-conversions.co.uk/action-day](http://mk1-performance-conversions.co.uk/action-day)



### LONDON TO BRIGHTON

■ London and Surrey Mini Owners Club's superb annual London to Brighton Run isn't just hot for 2016, it's on fire. Sold via Mini Spares, the first batch of tickets were gone in just over four hours – a new record. People and Minis will travel from all over for this one, with over 2000 cars officially taking part. Effectively you get three shows in one; entertainment and camping at Crystal Palace Park on the Saturday night, the run down to Brighton on the Sunday morning, and a full static show at Madeira Drive afterwards. Check out [www.london-to-brighton.co.uk](http://www.london-to-brighton.co.uk)

# HOT FOR 2016

2016 will be another big year for the Mini scene, and *Mini Magazine* celebrates its 20th birthday, too. Here are just some of the highlights we can expect...

Words Jeff Ruggles Photography Various



### MINI WORLD LIVE

■ Taking place at Rockingham Motor Speedway near Corby for the second time in 2016, this event has all the potential to become a big hit. The fun happens on July 10, combining static attractions including a concours competition and trade village with the chance to give your Mini the beans on the twisty infield circuit. Track sessions are mixed ability, 20 minutes each and will cost you a mere £20 in advance. See [www.miniworldlive.co.uk](http://www.miniworldlive.co.uk)



### MINI 7 RACING CLUB

■ It's now 50 years since Bob Fox won the first ever Mini 7 Racing Club battle at Brands Hatch in 1966, and the club is marking this milestone with a season packed full of highlights. The 16-round calendar gets underway on March 28, with each summer meeting including a Saturday night barbecue. Zaandvort in Holland will host the final rounds, where an end-of-season party is planned to cap the club's golden anniversary season. See [www.mini7.co.uk](http://www.mini7.co.uk)



### BELGIUM

■ Belgium has a somewhat unfair reputation for being a bit, well, dull. But not in 2016. This May will see thousands of Mini fans gather at Kristalpark near Lommel for what promises to be one of best International Mini Meetings ever. This back-to-basics gathering will feature great cars, plentiful activities, chocolate and amazing local beer. What's not to like? Check out [www.imm2016.be](http://www.imm2016.be) for all the info.





## BIRTHDAYS

■ 2016 is an important year when it comes to Mini milestones. As well as 40 years of Mini limited editions and 50 years of the Mini 7 Racing Club, it will be the Cooper's 55th anniversary, the SPI's 25th and the MPI's 20th. It's an important year for *Mini Magazine* too, as we also reach our 20th birthday. Expect some great exclusive content as we celebrate!



## STEALTH MODS

■ With the rarity and value of Minis rising, the Mini in its standard form has never been more appreciated. But folk have been tweaking Minis since day one, and engineering advancements and improvements are still being made all the time. The trick? Combining the two with some suitably stealth mods, thus keeping the classic looks but adding modern features. Check out this new electronic centre speedo for instance; it retains the classic looks of the Smiths original, but features a 'drive to set' calibration function and a digital LED trip display, plus no more broken speedo cables! Contact sales@caigauge.com for all the info.



## BRITISH MINI CLUB

■ OK, so we're biased as we've long been supporters of the BMC here at the mag, but you can't argue with the results. With five shows, the club helps provide the backbone to the event season, as well as a chance for cleaning buffs to get their fix in its excellent Premier Concours. The ever-popular Mini Fair at Bingley Hall may have already taken place, but that still leaves four more events to go. Check them out at [www.britishminiclub.co.uk](http://www.britishminiclub.co.uk)



## LIMITED EDITIONS

■ Where have they all gone? This year marks the 40th anniversary of the first UK limited edition – the 1976 Mini 1000 Special, commonly known as the 'Stripey' and now all but extinct. It was the first in a series of limited editions, peaking in the mid-'80s with a series of London-themed models. Sadly, they all seem to have disappeared. When was the last time you saw a decent Chelsea, Ritz, Piccadilly or Park Lane? Or even the later ones, like a Studio 2 or a Neon? Here's hoping we see more of these rare editions restored and back on the scene this year.



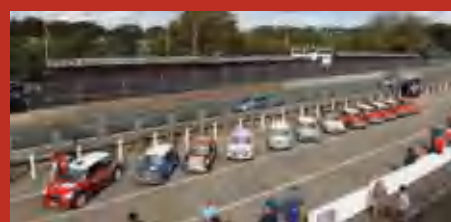
## MINI RALLYING

■ Interest is soaring in the rally scene for 2016, especially when it comes to the Historic Rally Car Register's Mini Sport-backed Mini Cup. A whopping 20 crews have already signed up for the new season,



## SMALL BORE TUNING

■ It isn't the size of the dog in the fight, it's the size of the fight in the dog that counts. And small-bore engines have very big hearts. With big bore engines getting ever harder to find and a lot more expensive, we're looking forward to plenty more small-bore tuning this year. More overbores, more crazy cams, more forced induction. Our tech guru Keith Calver is getting involved too, with a hot small-bore build for his Clubman Estate that he plans to use as a test bed. We're looking forward to seeing the results!



including all of last year's competitors and a host of new faces. A new open class has been set-up for A-Series-powered classic Minis that meet with MSA regulations but aren't fully compliant with the historic requirements, ensuring plenty of thrilling Mini action. The fun gets underway with the AGBO Stages at Weston Park on March 20. See [www.hrcr.co.uk](http://www.hrcr.co.uk) for details.



## MINI IN THE PARK

■ With a combination of drag strip action, great display Minis, traders and a whole lot more, Mini in the Park is well established as one of the biggest and very best Mini events. It will once again offer an epic summer highlight for all Mini and MINI fans at

Santa Pod on August 14, but it's even better if you make a weekend of it by camping and enjoying the entertainment the night before. Who knows, you might even get the chance to win our lovely Mini City for the price of a raffle ticket! See [www.minishow.co.uk](http://www.minishow.co.uk)



**10% DISCOUNT**

\* Some Products will be excluded from this offer



WWW.MINISPEED.CO.UK

ENGINE KITS

**1293/1330CC BUDGET FAST ROAD KIT**

1275 block prepared and painted, reground crank with journals polished and lead-copper bearing set provided, +20" to +60" pistons fitted to rods, Kent or Piper camshaft with new followers, Duplex timing gears & chain, H/C oil pump and conversion gasket set. £695

**1380CC FAST ROAD KIT**

1275 block prepared and painted, reground nitro-carburised crankshaft with polished journals, balanced with flywheel & pulley, and supplied with lead-copper bearings, Powermax 73.5mm pistons fitted to balanced rods, lightened verto or Mini flywheel with either AP Racing or Turbo clutch kit. Kent or Piper Camshaft with new followers, Duplex timing gears & chain, H/C oil pump, competition head gasket & conversion set. £885

**STAGE 3**

1293-1380cc fully built engine with: New up-rated AP Racing or Turbo clutch kit, Reground nitro-carburised crankshaft, Lightened & balanced assembly. Steel centre main strap, Choice of camshaft, Duplex timing gears & chain, Stage3 cylinder head, High quality cast pistons, H/C steel backed oil pump, Up-rated recon gearbox with central oil pickup pipe & competition diff pin. Choice of colour.

Options available with or without gearbox:

1293-1330cc & gearbox £2162 without gearbox £1825

1380cc with gearbox £2244 without gearbox £1907 Upgrade to Omega pistons - For any other spec for any of these engines just ask

**CONCEPT**

1293-1380 cc fully Built engine with: AP Racing/Turbo clutch kit, ARP con-rod bolts & head studs, Nitro-carburised crankshaft lightened & balanced assembly, Steel centre main strap, Powermax or Omega pistons, Choice of camshaft, Duplex timing gears & chain, Concept cylinder head, 1.5 ratio roller rockers, H/C steel backed oil pump, Up-rated recon gearbox with central oil pickup pipe & 4-pin diff. Choice of colour.

Concept 36 with gearbox from £3030 without gearbox from £2539 Concept 37 with gearbox from £3107 without gearbox from £2616 Ultralight steel flywheel & backplate upgrade £249

**STAGE 4**

Spec as per Stage3 but with a Stage4 cylinder head with larger exhaust valves and further port work to increase flow and power output & 1.5 Roller rockers. Options available with or without gearbox.

1293-1330cc & gearbox £2407 without gearbox £2070

1380cc with gearbox £2489 without gearbox £2152

7 Port cast alloy Cylinder Head Fully Assembled and ported ready to bolt on £1835. Massive Power Gains.

**TURBO**

Prep block with Concept Turbo cylinder head, New up-rated AP racing clutch, Ultra-light billet flywheel & back plate ARP rod bolts & head studs. Steel centre main strap, Nitro-carburised & wedged crank, Fully balanced assembly, Rods lightened & balanced end to end & polished in stressed areas, Forged 18cc dish pistons, Minispeed turbo camshaft, Duplex timing gears & chain, 1.5 ratio roller rockers, Steel back oil pump. £2999

Optional ceramic pistons also available & Choice of colour

**CONCEPT CYLINDER HEADS**

These heads have been designed for maximum power output, whilst retaining good mid-range torque. The heads are fitted with Plasma-nitrided 214N stainless race quality valves with waisted stems, & minispeed colbros guides. We recommend the use of our specially modified inlet manifolds which will release the full potential of the head.



A full range of Concept Race cylinder heads are also available.

£687

Concept36	36mm inlet x 31mm exhaust valves	£812
Concept37	37mm inlet x 31mm exhaust valves	£914
Concept Turbo	36mm inlet valves x 31mm exhaust valves	£812

**STD.&MODIFIED UPGRADED CYLINDER HEADS**

	Valve size (mm)	998	1275	Turbo	
Standard		£245	£245	£259	All heads are supplied unleaded, unless requested otherwise.
Stage 3	36x29	£459	£499	£530	
Stage 4	36x31	£499	£549	£612	

**ROCKERS**

1.5 ratio roller tip	£184
1.5 ratio FULL rr rockers	£395

**CRANKSHAFTS**

Reground crank	£99
Nitro-carburised crank	£148
Wedged & x-drilled crank	£296
Knife-edged, wedged & Ni-tempered crank	£296
Knife-edged, wedged & Ni-tempered & x-drilled crank	£398
New 1275 crank	£285
Forged EN40B crank	£1372

**CAMDRIVES**

Vernier belt drive	£173
Piper steel vernier duplex kit	£89
Vernier Minispeed duplex kit	£79
Hi-grade light, duplex kit	£55
Steel vernier duplex kit	£77
Standard duplex kit	£24

**MINISPEED CALIPER & BRAKE KIT**

7.9" Vented Kit	£405
8.4" Vented Kit	£385
Kit includes: 4 Pot Alloy Calipers, V Drilled & Grooved Discs, EBC Brk Pads & Fitting Kit	

**ENGINE & KIT UPGRADES**

X-drilled billet camshaft	£133	Lightweight vernier duplex.	£61
Ultralight billet flywheel & backplate	£249	Bladed & wedged crankshaft	£199
Omega pistons	£182	84mm Longstroke upgrade	£480
Forged pistons	£194		

8 port & 16v heads supplied & engines built to your requirements.

**MINISPEED MACHINING & ENGINEERING SERVICES**

All machining work is done in house at our premises in Byfleet.

Bore block 20/40/60	£82	Machine spring platforms	£36
Bore block 73.5/74	£97	Lighten conrods set	£82
Reface block/head - from	£31	Stress relieve & polish conrods	fr £51
Supply, fit and ream cam bearings	£56	Machine small end for floating	£123
Supply and fit centre mainstrap	£31	gudgeon pinshotpeen conrods	£123
Machine valve pockets	£77	Big end re-sizing	£102
Bespoke valve pocket machining	£153	Crankshaft wedging	£71
Drill and tap block for 5/16 bolts	£46	Crankshaft blading	£71
Chemically clean block, oil/cr plugs	£51	Crank cross-drilling, mains only	£51
Balance rotating assembly	£82	Fit pistons in rods, set of 4	£41
Supply and fit lead free valve seats	£71	Cylinder head & block, dry	£255
cut valve seats x 8	£41	decking service - hoses & take-offs	

**MINISPEED SUPERCHARGER KIT**

- \* The Best Mini Supercharger Kit by Far
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- \* Easy Install
- \* Huge Torque and Power Gains
- \* Better Drivesability
- \* Uses one head gasket not two
- \* Two year Warranty (\*exc.belt & track racing use)







## HERITAGE BODY PANELS

MK3 Door	£448
MK1 Door	£580
Windscreen Repair Panel / Scuttle Panel	£132
MK3 Bonnet	£169
Rear Panel Lower Half MK3	£211
MK3 Body Side	£332
MK1 A Pin Inner/Outer	£65 / £34
Mini Wing	£112
Rear Wheel Arch Inner	£81
MK1 and MK3 on Door Skin	£84
MK3 Boot Lid	£195
MK1 Genuine Bootlid - new!	£116.50
Rear Valance	£52
MK3 Dr Step & A-Post Repair	£79
Clubman Wing	£112
Clubman Front Panel	£230
MK3 Quarter Panel	£115
Genuine fr subframes	from £443
Genuine rr subframes	from £401
Outer van estate pickup sills	£32 each
Scuttle closing panel	£12 each
Rear Valance Cles panel	£37 each
Rear Heelboard Complete	£70
MK3 Door Skin	£84
Genuine Sill	£40

## CLUTCHES

Boaced Rally/Bar-Clutch Plate	£77
Minispeed Paddle Clutch Plate	£123
AP Racing Paddle Race Plate	£163
Pix Verto Grey/Orange Double Grey AP Racing Cover	£34.60

Double grey cover	£62
Grey/Orange clutch cover	£37
Standard/Blue clutch cover	£25
Turbo Verto clutch kit	£138
AP Racing Paddle race plate	£163
Bonded rally plate	£77
Turbo clutch plate genuine AP	£23.50
Verto clutch kit 1275	£114
Injection clutch kit	£114
Paddle clutch plate	£123
Alloy backplate	£109

## FLYWHEELS

Supalite Alloy Back plate - 130g	£180
Supalite Flywheel 2.4kg	£180
Lightened (exchange)	£41
Billet ultralight steel & Backplate	£219
As above, pre-engaged	£219

Mk4 Body Shell 1976-97, doors, bonnet & boot lid.

Mk4 Body Shell	£8340
Clubman Wing	£112
MK3 Bonnet	£160
MK3 Bootlid	£185
Front Panel (not custom)	£185
Gen Fi Subframe	£443
Inner Wing 1976-89	£185
Scuttle Panel	£132

## CAMSHAFTS

256 Mild Road	£201
266 Fast Road	£201
274 Fast Road Intj	£201
276 Road Rally	£201
286 Sports rally	£201
296 Race	£201
286 Scatter	£234
296 Scatter	£234
310 Full Race	£201
315 Full Race	£201

## PIPER CAMS

BP255 Mild road	£94
BP270 Fast road	£94
BP285 Rally	£94
BP300 Rally/Race	£94
BP320 Full race	£94

## MINISPEED CAMSHAFTS

MS 266, MS 276, MS 286, MS SWS	£60
Turbo E61 MPI fast road	£82
Rally camshaft	£82

## REBUILT GEARBOXES

1. Fully rebuilt & warranted gearbox fitted with new bearings, baulk rings, re-built diff, central oil pick up pipe & competition diff pin.	£435
2. As per (1) with straight cut gears	£795
3. As per (2) with 4-pin diff	£949
4. 45speed straight cut box, straight cut drop gears (any ratio) & 4-pin diff.	£1189
5. 45speed straight cut box, straight cut drop gears plate type LSD or Quaife, output shafts, new gear selectors & semi-helical final drive ratio of your choice.	£1999

## UPRATED BRAKE KITS

8.4" UPDATED BRAKE KITS:	
Stage 1 - Drilled and Grooved discs and EBC Green stuff pads	£97
Stage 2 - Standard vented discs and Metro 4 Pot calipers	£306
Stage 3 - As above with vented & grooved discs and G pads	£383
Stage 4 - 4 Pot aluminium calipers, drilled and grooved vented discs and Green stuff pads	£436
KAD 8.4" 4-pot alloy vented brake conversion kit - includes alloy callipers, x-drilled, grooved & vented discs, Greenstuff pads & all fittings	£572
KAD rear brake disc conversion kit	£687
7.5" UPDATED BRAKE KITS:	
Stage 1 - Grooved discs & Green stuff pads	£87
Stage 2 - 4 Pot aluminium calipers, vented discs & G pads	£490
Stage 3 - 4 Pot aluminium calipers, x-drilled v discs & pads	£536
Coopers front drum to disc brake conversion kit	£506
Coopers 12" to 10" disc conversion kit	£239
KAD 8.4 kit	£572

## BRAKE DISCS

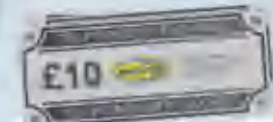
Cooper 'S'	£25
Cooper 'S' Hi-Grade	£29
Cooper 'S' Grooved pair	£71
8.4" grooved solid discs (pr)	£77
EBC (pair)	
8.4" solid discs	£39
Vented & x-drilled discs	£74
after £20 refundable surcharge	

## BRAKE PADS

EBC PADS:	
Kevlar Black Stuff Road Pads:	
Cooper	£16.90
Cooper S	£14.80
1275GT/late Minis	£14.60
Vented	£26
Green Stuff Fast Road/Rally	
Cooper	£29.60
Cooper S	£36.89
1275GT/late Minis	£30
Vented	£43.50
RED STUFF PADS:	
Cooper S	£45.60
1275GT/late Minis	£44
Vented	£42.38
Standard Pads 8.4"	£12
Standard Rear Brake Shoes	£10
Minlex Rear Shoes	£20.30

## UPRATED SUSPENSION KITS

Stage 1 - Adjustable shocks (Gaz), solid tower and rear drop mounts. To upgrade all kits to include KONI shocks please increase prices by £25; to upgrade to AVO shocks, increase kit prices by £60	£153
Stage 2 - As stage 1 plus ride height adjusters and Superflex tie-bar and bottom arm bushes.	£235
Stage 3 - As stage 2 plus negative camber kit	£347
Stage 4 - As stage 3 plus coil springs & rear subframe bush kit	£603
Stage 5 - As stage 4 plus rear anti-roll bar	£714
Negative Camber Kit: complete with superflex bushes, adjustable rear camber track brackets, 1.5deg bottom arms & adj. tie-bars. Above kit without superflex bushes	£119
Kayaba gas adjustable car set with adjustable ride height set	£94
	£146



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The perfect present.

Price match promise, Minispeed promises to match or beat any supplier selling the same product.





Sam's Mini was totally destroyed in a house fire.

## Replacing Ron

Since I got my first car, and first Mini in 2012 (an Almond Green 1991 City E), I have been a big fan of the magazine, got my car featured in the My Mini section and generally fell completely in love with Minis. However, two weeks before Christmas there was a massive fire at my home that destroyed almost all of the house and garage, with my pride and joy trapped inside.

I am completely devastated to lose my car, which I did lots of work to and planned never to get rid of. The insurance company has given me £2350 and I am now looking to find another Mini for around £2500. I am using all of my contacts to put a search out for my new Mini, would you be able to put something in the magazine to see if we can find my next car? I've included some photos of my old Mini, Ron, before and after the fire. Hope you can help.

Sam Finch



**What a devastating what to lose your beloved Mini. Good Minis are get increasingly difficult to find in that price bracket, but here's hoping you can find something to fit the bill. Got a car for Sam? Contact us and we'll forward any messages on.**

## Chilling out

It may not have snowed much over the festive period, but it was enough to cover our Mini gnome and keep the beer cold.

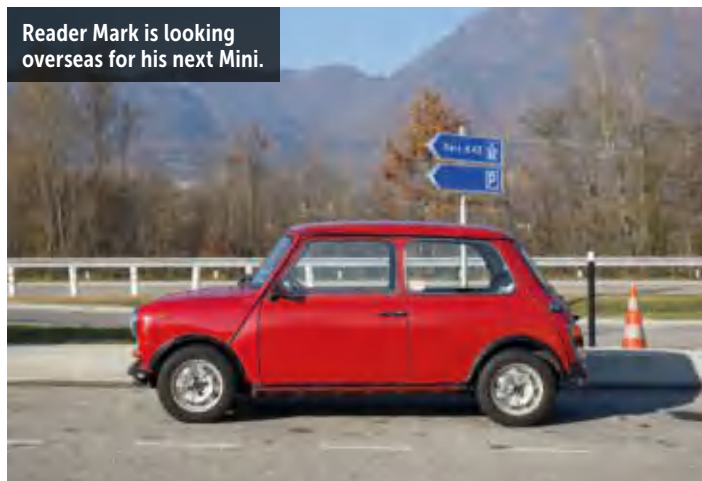
Drinky Mc Drink

**Looks refreshing!**

Keeping beer cool the outdoor way.



Reader Mark is looking overseas for his next Mini.



## Long-distance search

I really enjoyed your article on importing a Mini from Italy in the January issue. I'm thinking of doing the same, but from South Africa instead, as I've heard the cars there don't suffer from rust, plus they are already right-hand-drive so I don't have to worry about conversion work. I'm thinking of going in with a mate, as he wants a Mk2 Escort and I want a Mini. Your article only covers importing from within the EU, but obviously South Africa isn't in Europe. I've had a search online but information seems a little thin on the ground, so what happens in terms of taxes?

Mark Beecham

**Generally, VAT and import duty will have to be paid on cars from outside the EU, as they are considered to be 'new goods to the EU'. This usually means 10 per cent import duty on the combined price of the car and shipping, and a further 20 per cent VAT on top of that. Rules can vary depending on the country, but cars coming from South Africa that are over 30 years old are generally exempt from duty, and there's a reduced VAT rate of only five per cent on the combined car and shipping costs. As Mini production in South Africa ceased in the early '80s and the Mk2 Escort was**

**phased out in 1980, the vast of majority of cars you're looking at will fall into this category. The red tape involved on the South African side is tricky to negotiate though, so it's best to use a proper specialist shipping company to deal with everything, which should also avoid hassle at the docks this end. Once everything is sorted with HRMC, the process is the same as for importing from within the EU. Good luck!**



Torino's cool clock.

## Second life

Check out this clock made from a Mini centre speedo.

Tonino Taverna, via Facebook

**We are definitely going to copy that idea. Very neat!**

## Mini rig

This came into my place of work recently...

Peter Hughes, via Facebook

**And just when you think you've seen it all...**

Not your everyday rig!







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We said right from the start, we are going to reproduce the best quality Classic Mini interior trim. You can buy a world famous moulded carpet set or a complete trim kit, a refurbished seat or a welded door panel, all made by our craftsmen and women in the UK. Its British manufacturing at its best. We are proud to fly the flag for Britain and you know you are buying the best money can buy. Why not visit our website or give our sales team a call to see how we can help.

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# Your Minis

Send 'Your Minis' pictures to [minimag.ed@kelsey.co.uk](mailto:minimag.ed@kelsey.co.uk)

## TIME TRAVELLER

**Name:** Keule  
**Car:** MkII Mini Traveller  
**Location:** Germany

■ I'm only the second owner of this Mini, an October 1969 MkII. When I bought the car in 1989 it was perfect for us with a baby

and stroller, as there was far more space than our Mayfair, our daily car at this time. After the IMM 1989 in Silverstone I started the restoration, and after a long time with many breaks in between it was complete in 2007. There was a lot of bodywork to do, new

Almond Green paint and a complete overhaul of the serviceables. The interior is all original and in great condition, with only a new carpet set. The engine was bored-out to 986cc

and the car's now covered 78,000 km. It's one of eight Minis that we currently own!

Two cars spanning the generations.



The Traveller is in great shape following its overhaul.



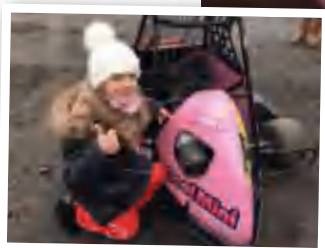
Lovely original interior.



## GIRL RACER

**Name:** Millie Budd  
**Model:** Junior race Mini  
**Location:** Wallingford

■ I've just turned 10, I can finally progress from racing a Ninja Kart to a Mini. My car has been built by my dad and the team at the Real Mini Company and I'm running number 47, which is my grandad Ralph's old race number from when he won a world title in a Mini. My first test was on 14 February and I'm hoping to gradually get up to speed this year once I've learned how to drive the Mini! It's just a 998 but should still be quite fast for now. My dream is to race a Mini Se7en at Brands Hatch one day like my dad.



Millie's car wears the same number as her grandad's did.







Once a humble Clubby Estate...



... and now a Clubvan!

## THE CLUBVAN

**Name:** Terry Hulbert  
**Car:** 1975 Clubman Estate  
**Location:** Bangor

■ Here's my 1975 Clubvan, a mix between an Estate and a van! I've owned it for around five years and replaced many panels, as well as building a tuned 1380 engine for it. The motor is running a BP285 cam, big valve Stage 3 head, lightweight flywheel, centre main strap, straight-cut drop gears and full stainless steel exhaust. The transmission was uprated with an Orange pressure plate and Metro Turbo clutch plate, then I fitted a cross-pin diff and 3.44:1 final drive. It's not long been back on the road, so it needs running-in and setting-up properly.

The paint is Nightfire Red metallic and the wheels are very rare Wolfrace Turbos in 13-inch.



Wolfrace Turbo 13-inch rims are a rare sight.

## TRÈS BIEN

**Name:** Leo Fiquet  
**Model:** 1989 Mini City  
**Location:** Aulney, France

■ I was just 14 when I started the restoration of my Mini, a 1989 Austin. I bought it as a bare shell and had to make plenty of repairs, including much of the front floors and new outer sills. It was all resprayed at home in the garage, in a fresh layer of red and black, all colour coded for effect. The interior has been upgraded with matching red and black leatherette coverings. Since finishing it the original 998 engine has been replaced by a high-compression 1275, with a Stage 1 kit for a little extra power. The wheels are custom banded steels with original hub caps.

New front floors and sills were fitted.



The car was resprayed at home.

Leo's Mini now looks much older than its '89 vintage.







## ON THE JOB

Words Stephen Colbran Photography Rani Kelly

# New Zealand story

Long-term Mini fan Josh Kelly is rebuilding his 1963 Mini with a Toyota supercharger and a whole host of 'old school' mods...

**A**lmost 11,500 miles from its spiritual home, the Mini proved very popular in New Zealand, where production spanned 22 years and overall sales clocked in at 67,829 cars. While plenty more were sold in the UK, Josh Kelly from NZ's South Island explains his local roads aren't salted over winter and a greater percentage of cars have survived. His latest build, a 1963 MkI, has been an ongoing project since 2011. Now he's reaching the final stages and progress is strong.

Josh works at a Toyota dealer, and that ties-in nicely with his recent purchase – a supercharger kit from Minisport Australia to allow fitment of an SC12 blower from a Toyota MR2 to his A-Series engine. Unlike the Eaton M45 from the R53 MINI Cooper S, the SC12 unit is a rare sight in the UK

because it was only fitted to 1986-1989 Japanese and US-spec MR2s. We're told that these are a more common sight in nearby Australia, given the closer proximity to Japan and larger numbers of grey imports. The real bonus of this supercharger install, aside from the predicted 150bhp output, is the decidedly retro aesthetics. Being older than the common-fitment Eaton blower, the compact SC12 appears almost like a '60s Shorrock supercharger, which is just perfect for the age of Josh's car.

Other mods will include tried-and-tested suspension and braking tweaks, plus some Australian-made alloys that will also look pretty unusual to European Mini fans. The finished car will be a mix of early MkI style and slightly more modern touches, all sympathetic to the Mini's roots. So there won't be deep-dish 13s and a bodykit, but

reversible mods such as paint from a modern Toyota palette and comfy seats from a Honda Prelude. Up front the wavy MkI grille remains alongside the full-width front valance and classic chrome, with twin fuel tanks in the boot and the original MkI rear lamps.

It all sounds like a pretty cool concoction to us; a recipe that should land Josh with a totally unique car with impressive performance. His aim is to have the Mini back on the road and ready to show by October, when his local group, Otago Mini Owners Club, will be hosting the 22nd Mini Nationals event. If the shell comes back from paint without too much delay it should be achievable, as he's already dry-built most of the car before. Time will tell! ➔



## ON THE JOB

Josh stands proudly with his latest Mini project, a supercharged Mkl that's set to wow the local show scene.



### PROJECT PROFILE

#### THE OWNER

**NAME:** Josh Kelly  
**AGE:** 24  
**OCCUPATION:** Toyota technician  
**LOCATION:** Dunedin, New Zealand

#### THE CAR:

**CAR:** Modified 1963 Mk1  
**START CONDITION:** Bare shell  
**CONDITION NOW:** Almost ready for paint  
**TIME TAKEN SO FAR:** Five years  
**ESTIMATED TIME OF COMPLETION:** October 2016



The car's already been on show as a work-in-progress project.



The mods have been kept subtle to suit the early shell.



# ON THE JOB



Honda Prelude seats are an unusual choice.

## So when did first buy the Mk1?

I bought the car in 2011 from a friend as a bare shell. It had its nose up in the rafters of the garage, held up only by a ratchet strap! I've worked on and off over this time but only seriously in the last year or so.

## Do you know much about its history?

It's a '63 shell, which was being built up as a Mini 7 race car in the early '90s. It was sold to a friend of mine who carried on the project, but was put on hold while he restored a couple of classic Fords instead. At that point it was lifted into the rafters and stayed there until I got hold of it.

## It must be quite a rare car?

Minis are still pretty common in New Zealand, but the Mk1s are starting to get hard to find now.

## What's your experience with Minis?

I've been into Minis my whole life, collecting toys and models since a young age. Then I got my first one (a 1973 Mini 1000) in 2009, which is still a daily drive. I've had seven in total, which includes my totally original 1976 Mini 1000 and this project.

## So it was never going to be a standard restoration then?

With the shell already being modified it was

Speedy Wheels alloys are a cool retro fit.



The engine is now a 1275, said to have 180bhp in a previous life.

easier to keep it as a modified car than put it back to standard. Unfortunately the rollcage had to be cut out to get it road legal, but future plans are to put a bolt-in rear half 'cage back in.

## You aren't allowed a full 'cage for the road?

It's a bit of a hassle – basically it has to be a proper rally car to be able to run one. In New Zealand we have Low Volume Certification for modified vehicles, so we have to follow a lot of rules and regulations when building modified cars like this.

## But you're allowed to modify the engine?

It's pretty open on what we can do to the car in terms of engines, brakes and suspension – the rules are more to do with safety than anything else. There are plenty of engine-swapped Minis here too, so it's not like you're restricted to all-original parts.

## Where did you begin with the project and what came first?

I've worked off and on it since I got it. For the first two years it was in a storage unit and I did things when I could. At one point there was so much stuff in there you could hardly see the car! I really got stuck into it mid last year after

The suspension and brakes are all new.



moving a couple of times. I've been doing a bit of everything on it in that time, but the first major parts to be done and completed were the brakes and suspension. It's all been upgraded with fully adjustable suspension, Cooper S 7.5-inch discs on the front and Cooper S spacer drums on the rear.

## So what's the suspension set-up?

Hi-Los, GAZ adjustable dampers, adjustable bottom arms, tie-rods and rear camber/tracking plates – all the usual road car add-ons.

## What's your aim for the finished car?

I'll take it to shows but it's being built to be driven. I've grown up around hot rods and I also love the whole 'Pro Touring' style that is done with classic muscle cars, so I'm using different ideas from both. That's why it's got the big power while still having comfortable seats and a stereo system. I've also got some sticky Hoosier tyres sitting in the garage that I can put on to see what it will do on the quarter-mile. I might use it in some club hillclimbs too.

## What's the engine spec then?

Well, since the photos were taken I've swapped to a 1275 A-plus. It came from a dirt track race car (coincidentally from the guy that was going to be building my original motor). The engine was turbo'd and fuel injected, and ran 180bhp at the wheels at 10psi of boost on the dyno. For

Nothing has escaped Josh's attention.







Right-hand tank was found in Auckland.

the short time it raced, it pretty much won everything it was entered into. The turbo setup didn't suit a road car so I've got a Toyota SC12 supercharger and HIF44 carb on it, which is the Minisport Australia kit. The engine has a wedged and knife-edged crank, S rods, lowered compression ratio, an Evolution-spec cam grind which is similar to a 286, aluminium flywheel and a whole heap of other modifications. The engine became a bit of an urban legend, and I was lucky enough to get it at an incredibly good price. The guy that built it is very well respected with Mini engines and racing Minis – he has said that I should expect around 150bhp from it with the SC12 blower.

#### Have you got the engine running yet?

Not yet but it'll be happening very soon, all going well.

#### Do you think the gearbox will cope?

The gearbox has held up the whole time it raced. I'm unsure on the exact specs of it, apart from being from a Metro. I'm putting a cross-pin diff in as it still has a standard one. I think it's still running helical-cut gears too.

#### Did the shell need any rust repairs?

We're lucky that we don't salt the roads here, so

It's not staying grey - soon there will be a new white and black Toyota paint scheme.



our shells are a lot more solid to start with, but we still get rust issues. Luckily this one had the sills, spare wheel well, battery box and a couple of other spots done before I got it. Since buying it I had to get a replacement door, which is currently getting a new skin put on it.

#### Have you been importing much from the UK?

Not personally, as I get most of my parts from a company here that imports it. I've brought in a few things myself like the fitting kit for the right-hand fuel tank, the full fastener rebuild kit, new wiring loom, and some small trim pieces. The freight and import duties are quite a lot from the UK to NZ, and the conversion rate makes it all very expensive!

#### So what's next to do?

We have to make up some adapters to fit the Honda Prelude seats I've bought into the car. It also needs top seatbelt mounts installing and then we can start getting it all ready for paint.

#### What colour scheme are you going for?

It's going Toyota Crystal Pearl white with a Toyota metallic black roof and flares, so a classic colour scheme with a modern touch. Working at a Toyota dealership really helped getting the inspiration and paint codes!

#### Are you painting it yourself?

We're doing the prep work and then it's going away to be painted. The place that is doing it is

one of the best in town and also has experience with Minis. The owner built one for his wife a couple of years back, so I know it'll be a top job.

#### Have there been any real headaches along the way?

Definitely. The whole bonnet clearance issue started when my original LCB wouldn't let the supercharger manifold sit right, so I could only half shut the bonnet. After buying a Maniflow version the carb now just touches the bottom of the bonnet, hence why we're lifting it slightly at the back. The other problem has been the right hand fuel tank – I was getting a left one modified but it turned into way more work than expected, so that started a hunt to source an original one. That's not an easy task at all here, but I managed to find an original one from Minibitz in Auckland, which needs a small repair done but at least it fits!

#### When do you expect to complete the build?

I have to have it ready for late October 2016 when our club is hosting the NZ Mini Nationals. Most of it has been dry-built already, but there's still a couple of small fabrication jobs to be done like the bracket to hold the rear of the rod shifter, and the lift brackets for the bonnet to give clearance for the supercharger. 



Supercharger conversion uses an HIF44 SU carb.



A custom dash will transform the interior.

### FINISHED SPEC

**COLOUR:** Toyota pearlescent white with metallic black roof and arches

**ENGINE:** Highly modified 1275cc Metro A-plus, high-lift cam, modified crank, Toyota SC12 supercharger on Minisport Australia inlet kit

**GEARBOX:** Four-speed Metro with cross-pin diff

**SUSPENSION:** Fully adjustable all round with Gaz dampers and original-spec rubber springs

**BRAKES:** Cooper S 7.5-inch discs (front), spacer drums (rear)

**WHEELS:** 5.5x10-inch Speedy Wheels Sprintwire

**INTERIOR:** Honda Prelude seats, half rollcage, Mountney steering wheel, custom dashboard



R1 MINI

# FORM &





# FUNCTION

Alan Carruthers loved the ambitious projects of the *Max Power* era, but was keen to mix them with a more aesthetically-pleasing look in the quest for his dream Mini build. 12 years later, it's ready to wow the crowds.

Words Jeff Ruggles Photography Matt Woods



**R**emember *Max Power* magazine? It may have disappeared from the newsstands about five years ago, but in its heyday at the turn of the Millennium, it was a massive phenomenon. For several years it was the world's best selling car magazine, but for many car enthusiasts it will long be associated with bad-taste bodykits and silly diameter wheels.

So you can imagine we feared the worst when Alan Carruthers first contacted us about his Mini build, with *Max Power* right there in bold type as one of his main influences. It was with some trepidation that we scrolled down through Alan's e-mail to see the pictures, but we were blown away by what we witnessed. No bodykits, no neon lights, but one of the best bike-engined Minis we'd ever seen. So what's the story?

Well, time may have clouded our memories, but it's worth remembering that these magazines did actually feature some pretty special cars and some very clever workmanship. Styles may have changed nowadays, but such publications helped foster the modifying gene in many an impressionable young mind.

"We always had a heap of *Max Power* and *Redline* magazines lying around our sixth form art studio, and although this scene got a bit of a bad reputation, I was captivated by the 'can do' attitude and, however you cut it, some incredible cover cars," says Alan.

"There was a guy called Jamie Shaw who was a trimmer for Rolls Royce or somewhere similar, and he did a TVR Cerbera which must have been the best build the UK had ever seen at the time. I loved the ambition of people like Jamie and I wanted to get involved, but I didn't want to do that 'crazy bodykit for the sake of it' type malarkey. Back in the '90s my dad would take me to the NEC or Earls Court each year to see the big national car show, and I remember seeing the TVR set-up and being blown away by its approach to design – hand-crafted, British, minimalist and artistic."

## BRITISH ICON

Although his contemporaries were driving Novas, Metros and the like, Alan's head would soon be turned towards a suitable British icon on which to realise his ambitions. "Everyone had something

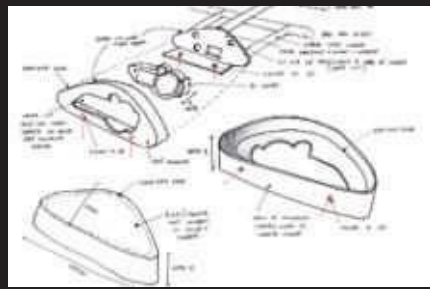




# R1 MINI

## THE BUILD

Beginning with a stock 1988 Mayfair, the car has been completely reworked. Alan sketched out and modelled up various designs on his computer, before they became a reality in the metal. The result is a truly stunning creation.



Stripped out but beautiful, the inside really emphasises the form and function approach.

bland, but my friend Tim had a very special classic Mini – a Radford De Ville that just stood out,” Alan explains. “We used to bomb around in this little thing, sometimes squeezing five of us in. The Mini ticked a lot of boxes for me; a great design pedigree, easy to work on, and its following means that everything is available and the tuning potential is limitless.”

By the second year of his uni course back in 2004, Alan had finally got the money together to buy one. “Having been on the hunt and reading the mags for a while, I found an ‘88 Mayfair in baby blue just down the road,” he reports. “I waited until my parents were away on holiday, used my watch as a deposit and went to pick it up with my best mate. Dad was secretly quite happy on their return, as he’d had an

ex-East Midlands Electricity Board Minivan as his first car. Mum not so much.”

Alan and Tim wasted no time in stripping the Mini down to a rolling shell. He was only a rookie armed with little more than a Haynes manual, but Alan was already clear on what he wanted to achieve – something with the ambition and performance of those Max Power cars, but combined with the rather more pleasing aesthetics of the TVRs he’d seen.

“The concept was performance first, but it’s also about the relationship between form and function,” he explains. “I love the stripped-back race car look, but wanted it to be more than just something that works; it had to look right as well. That’s as simple as it gets, but if you take that to cover absolutely everything, then that’s what it’s

Carbon-fibre clad GRP seats with TRS belts.



Custom billet mounting brackets for the seats.



The cool billet pedal box is from a Lotus Elise.





## "I wanted it to be more than just something that works, it had to look right as well..."

all about. I basically wanted a Miglia for the road with a nicer finish – I just didn't think it would take so long!"

Alan even spent some time working at a local bodyshop to learn new skills, but with a career as an architect taking up his time, making progress was tricky. "In hindsight I should've kept what I had, and then done it in iterations, but that isn't what happened," he adds. "I started doing some repairs and some welding, but I wanted it to be something special, and with the best will in the world I knew I didn't have the talent. I saw an advert for Phil and Matt Tupman down in Newton Abbot, and they were doing everything I wanted."

The car was dispatched down to Devon in 2010, and so began the process of meeting a host of talented specialists – something that

Alan really enjoyed. But while many of us would be subjected to their various whims, Alan's ability as an architect meant he could sketch out in great detail exactly what he wanted and remain in control. "The build has basically involved me suggesting an idea and doing a drawing or building a model, then going back and forth with all the various people involved to get the right results," he says. "Matt did an incredible job; he had great ideas and did everything beautifully. He tubbed and turreted the arches, and even went to the extent of taking the channels off under the rear quarter windows on the inside, which not many people would do."

Indeed, there's custom fabrication all over the car. From the swaged top dash rail to the custom doors with their aluminium skins

and bespoke swaged inner cards, seemingly nothing has escaped. Even the inner and outer sills are custom made, and there's a neat flat boot floor with a special recessed box to house the custom aluminium fuel cell and race battery. "I really wanted a flat boot floor," says Alan, "but then we thought we may as well go to the next level and take the firewall out completely."

## MADE FROM SCRATCH

With the roof also removed in favour of a GRP skin from Dave Kimberley at TDK Racing, there's a pretty comprehensive rollcage to both restore and further boost the shell's rigidity. However, like many things on the car, it needed a second attempt to get it right. Alan had bought an aftermarket 'cage, but it was soon deemed sub-standard. Instead, Matt amazingly constructed its ridiculously comprehensive replacement from scratch, complete with rear strut brace and harness belt provisions. One of its coolest features is a clever little metal pod behind the A-pillar to house the fuel gauge, which Alan sketched out and modelled on his computer.

A Lotus Elise pedal box was found on eBay for just £70, and would set the theme for much of the interior style. "It was such a find, because it's got these fabricated machined sections which were really in



Alan fits the smoothed Curley bonnet back on.



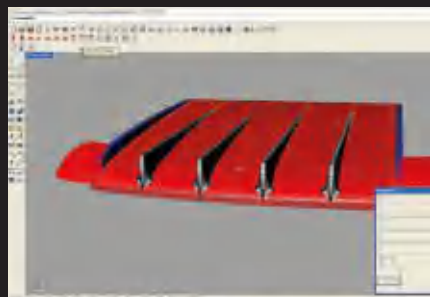
Turreted arches, 'cage and custom filler neck.



Force Racing rims always look the part.



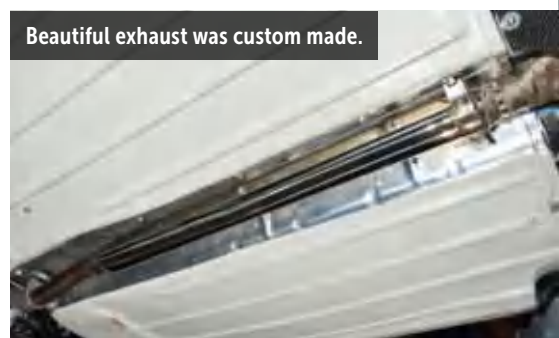
## THE BUILD CONTINUED...



R1 motor is largely standard, but good for a whopping 160bhp!



Trick suspension and geometry upgrades.



Beautiful exhaust was custom made.

## "No one in their right mind would flush the inside of the bonnet!"

keeping with what I was trying it to do," says Alan. "That spurred me on to do the seat brackets, which are inspired by the Cobra Misano recliner. I drew the design first, then got them laser cut by Precision Profiles and a company called Holden Aluminium wasted the middles for me. Matt then did the work to get them to fit."

The seats themselves are carbon-fibre-clad GRP items from JK Composites, and are another good example of the two-times approach. "I wasn't happy with the raw finish on the back, so I got Dave Kimberly to layer up some tissue and resin, then the bodyshop put a lot of time into getting them

smooth before painting them to match the roof and the mirrors," says Alan. "They're all done in Stone Grey, while the body is Silk Grey. Both are standard RAL colours – I just did the classic architectural thing and got the RAL chart out. I didn't want it to be about the paint, I wanted it understated to show off the engineering."

Plenty of work also went into the custom dash. Alan designed the fascia and had it laser cut, before Matt formed the shape and back plate, as well as the neat rods that extend to the bulkhead. Alan had plans for a trick aftermarket speedo too, but was persuaded to stick with the standard R1



Rain light is useful for a fog-coloured car!



Aluminium fuel cell is hidden under a neat panel.





The neat carbon-fibre airbox and elbow were made to measure by Ben at Carbon Weezel.



Flushed-in AeroCatches have got to be a first.

clocks as they show up fault codes for a little extra piece of mind.

Further shell mods include a Curley fibreglass bootlid and bonnet with smoothed-in AeroCatches, which were subsequently frenched-in by a local bodyshop, plus a removable steel front with a beautifully customised bonnet aperture to suit. "I'm yet to see anyone take some AeroCatches, flush them in and paint them body colour," says Alan. "And no one in their right mind would flush the inside of the bonnet!"

Staying up front, Matt also fabricated some neat top mounts to house the Protech coil-overs, as well as some zinc-plated bottom mounts to mate them with the top suspension arms. Another pair of coil-overs with KAD stub axles feature at the back, and they're joined by Matt and Phil's own custom-made trailing arms, which are made from T45 steel and use Metro pins. Instead of using a complete rear beam, they sit in two fabricated boxes complete with camber/

Look, no lights! It's no wonder people struggle to believe this is a road car.



toe adjustment, bolted direct to the heelboard and tied into the rollcage. They weigh just 9.2kgs for the pair.

## BIKE POWER

In the meantime, Alan bought a Yamaha R1 motorcycle engine conversion kit from Pro-Motive, which would allow him to transplant the motor into the front of the car. "I would love to have done an A-Series, but although I think it's great that people keep developing new things for it, getting 150bhp would be big money and not always reliable for a road car. The R1 produces that power all day long, comes with the sequential shift and is affordable. I bought

mine from eBay for £600."

Alan was fortunate to have a bike specialist, PDQ Motorcycle Developments, just down the road from him, which even boasts a rolling road purely for bike-engined cars. Larry from PDQ was able to inspect the engine, give it a service and fit a new clutch and baffled sump kit, with Dave Kimberly entrusted to prepare the engine and kit ready for installation in the car. The completed front subframe features a host of goodies including Rose-jointed bottom arms and tie-rods, Mondo Sport ball joint spacers and tower mounts, and modified vented discs with Mini Sport four-pot brake callipers. We particularly like the neat use ➡



## TECH SPEC

**BODY** 1988 Mini Mayfair, tubbed and turreted rear arches, smooth custom bulkhead, removable steel front end with integral A-panels and side repeater holes deleted, LHD scuttle holes deleted, bespoke brace bars, aluminium doorskins, DSN door hinges, fibreglass bonnet and bootlid with frenched-in AeroCatches, custom numberplate lights, carbon-fibre numberplates, fibreglass roof skin and Miglia-style arches, bespoke Carbon Weezel carbon-fibre rear diffuser, front and rear bumper lips removed, original rear lamp apertures plated over, custom rear lamps in C-pillars, Lifeline MSA door mirrors, MkII Cooper-style grille, chrome door handles. Paint: RAL Silk Grey with RAL Stone Grey seat backs, mirrors and roof.

**ENGINE** 2002 Yamaha R1 5PW motorcycle engine, 20-valve, double overhead cams, with new rotor and stator assembly, baffled sump, R1 throttle bodies, Carbon Weezel carbon-fibre airbox and filter elbow, standard R1 ECU with power commander, custom aluminium fuel cell, braided fuel hoses with Earl's fittings, custom aluminium radiator with electric fan, Stant cap, silicone hoses, aluminium oil catch tank and screen washer bottle, Pro-Motive tubular exhaust manifold, custom stainless exhaust with heat shielding.

**TRANSMISSION** Standard Yamaha R1 six-speed sequential gearbox, Barnett clutch, Pro-Motive oil-immersed differential assembly, Quaife LSD, Mini driveshafts, complete chain drive system with self-adjusting tensioner system and interchangeable ratios, bespoke gear lever linkage, no reverse gear.

**SUSPENSION** Pro-Motive front subframe with Rose-jointed bottom arms and tie-rods, custom top and bottom mountings for Protech coil-overs, Mondo Sport subframe tower mounts and ball joint spacers (front), Protech coil-overs, KAD stub axles, custom-fabricated trailing arms (rear), Mini Spares quick steering rack.

**BRAKES** Vented discs with Mini Sport four-pot callipers and Mintex M1144 pads (front) aluminium handbrake quadrants, spacer drums (rear), internal lines, braided hoses, Lotus Elise pedal box with colour-coded fluid reservoirs.

**WHEELS AND TYRES** Force Racing three-piece split rims with 3.75-inch outers and 3-inch inners, 165/70x10 Yokohama A032 tyres.

**INTERIOR** Fully stripped-out, rear companion bins, seat base, rook skin and rear bulkhead all removed, custom inner and outer sills, flat boot floor with custom area for aluminium fuel cell and Varley Red Top 20 race battery, comprehensive bespoke weld-in rollcage with harness provisions and rear strut brace, extra gusseting, custom pod in roof for fuel gauge and kill switch, bespoke Mintec rear view overtaking mirror, JK Composites carbon-fibre-clad GRP seats with colour-coded backs, TRS harness belts, laser-cut seat brackets, custom steering column with universal joints mounted on dash bar, custom laser-cut dash pod with standard R1 clocks, power commander mounted in false toeboard, full custom loom with motogadget m-Unit and m-Lock immobiliser and fob system, bespoke buttons on Alcantara-rimmed steering wheels for controls, Lifeline removable steering wheel boss, Lifeline fire extinguisher, swaged aluminium doorcards, custom door release handles, internally-mounted wiper motor with hydro-dipped carbon-fibre-look cover by Tiki Graphics, boot floor-mounter spare wheel, Plastics 4 Performance polycarbonate windows with bespoke fuel filler neck set-up, all internal brake and fuel lines, Custom mounts for the handbrake routing by Retropower, rear rain light, stainless door striker plates with engraving.



The Pro-Motive kit is well engineered and makes for a very neat installation.



The exhaust exits through the one-off carbon-fibre diffuser. Alan spent many months getting the design right!

## "As one part got better, all the other parts had to catch up..."

of a Mini slave cylinder bolted to the outside of the frame.

By 2013 the car was painted and looking a lot more complete, but there was still a huge amount to do. Matt had moved on to high-end restoration firm Thornley Kelham, doing beautiful things like building E-type bonnets from scratch, so Alan brought the car home to finish off the job. Work included fitting polycarbonate side and rear windows from Plastics 4 Performance, which had previously been sent back to get neat black surrounds added, plus the making of the rear diffuser.

The latter has been carefully designed to match the existing curve of the bootlid. "I suppose that's where the architecture has an influence – design a lot of time is about taking the essentials of what is already there and then working on it," says Alan. "Ben

Popham at Carbon Weezel made it for me. The diffusers he usually makes are proper race car items, but this was halfway between as it was more aesthetically driven. I modelled the shape up, made the buck from plywood and covered it in a load of filler, as you do. It took an absolute age to get right, but it was worth it as Ben did a great job. He also did the airbox for me, the custom elbow for the filter and the numberplates."

## HOME STRAIGHT

Originally, PDQ was set to finish the car off, but other commitments there saw it put Alan in touch with local kit car builder Chris Ridgers. He was able to help things along considerably by plumbing in the brakes, as well as sorting out the fuel system and installing the trick Aeroquip lines complete with blue and red Earl's



Inspired by race and hillclimb cars yet brimming with cool one-off touches, this is one hugely impressive build.



Power commander in false toeboard panel.



Fuel gauge is custom-mounted in a roof pod.



Lifeline MSA door mirrors look very neat.



Swaged doorcards and bespoke door handles.



R1 clocks sat in the laser-cut dash pod.

connectors. “You have to be careful not to go too far,” says Alan. “All the connectors cost £800, and that was without any hoses!”

Chris was also able to fit the roof and get the suspension components re-plated, as well as having the ram pipes for the R1 throttle bodies made too. Meanwhile, more custom work was undertaken by Spencer Morgan at SM Engineering. Having already made the fuel cell, he constructed two matching aluminium tanks to bolt under the wings on each side – one an oil catch tank, the other for the screen washer fluid.

But then it was time to re-house the car once again. Once Chris had worked his

magic, Alan dropped the car off with Cal and Nat at Retropower in Hinckley, where the theme of doing most things twice would really take off. “They are just on another level of professionalism,” says Alan. “That’s no reflection on Matt or anyone else, it’s just because most of it was unique and therefore difficult to achieve, and as one part got better, all the other parts had to catch up.”

In the end, the guys at Retropower essentially finished the car, re-engineering several parts and repainting the car so that it met both their and Alan’s exacting standards. This included remaking the gauge pod so that all welds were hidden,

moving the wiper motor inside, fitting the Miglia-style arches to house those ultra-wide Force Racing wheels and making a new steering column. They also fashioned the stainless exhaust, which was 3D modelled to miss the underside of the fuel cell and exit in a slashed oval through the diffuser. A false bulkhead has been added inside too, which hoses the ECU power commander and smartens the toeboard area up no end. “I even got them to colour-code the brake fluid reservoirs,” Alan adds. “They loved me for that! But they were bright white plastic and stood out like a sore thumb. Having gone to all this trouble, I wanted them finished a bit better than that.”

Retropower was also able to sort the stealth rear lights, which everyone had previously shied away from. Indeed, at first glance it appears that Alan’s car can’t be road legal as there are no rear clusters. ➔



We're really looking forward to seeing this Mini out on track this year, just as soon as Alan gets used to the grunt!



Believe it or not, these are the rear light units!



Removable wheel with push-button controls.

**"It needs some taming. You have to get used to it, and I'm not used to it yet..."**

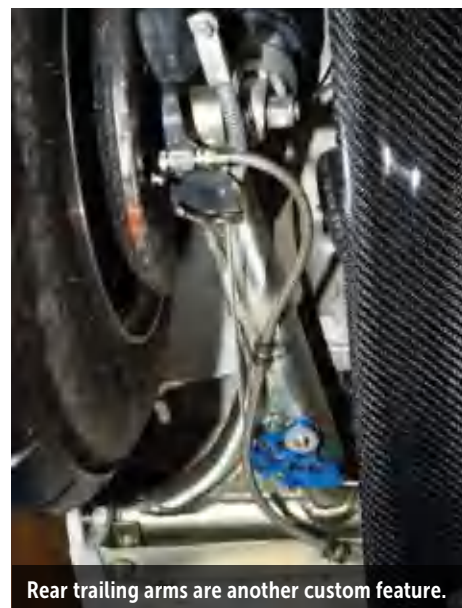
Look closer though, and you'll see that they've been neatly hidden in the C pillars, with a custom fitting behind and a colour-coded Perspex lens. "The idea was to make it look like a hillclimb or race car that had all been blanked off, but actually does have all the lights," says Alan. "I originally wanted them frenched-in, but the guys were worried about it cracking, so we decided on having the edge. They did some tests and putting any paint on them just wasn't working, so in the end they put literally two drops into a lacquer, and painted them separately. Most people just don't see them."

While the car was up in Hinckley, wiring guru Paul Dobb took care of the wiring. Paul builds looms for top race teams, and having sorted the wiring for the engine already, turned his attention to a trick interior loom. Initially, the idea was to use cool 1970s stalks, but now all the controls are on the steering wheel. What's more,

there's an über-trick motogadget m-Unit 'brain' and m-Lock immobiliser from Germany, which forms the heart of the whole system and needs a special fob to operate. "Part of me thinks that if a thief could successfully start it up and drive it away, then fair play to them..." jokes Alan.

## TAMING THE BEAST

The car was finally completed last September, allowing Alan to take to the road for the first time in some 11 years. Unfortunately it's rained pretty much non-stop ever since, so Alan hasn't had much time to give it the beans yet. "I can't tell you much other than its ridiculously dangerous and needs some taming," he jokes. "You have to get used to it, and I'm not used to it yet. However, there's a guy called Dudley Waldron with the same set-up, and he's probably taken this set-up further than anyone else has in terms of making it a race



Rear trailing arms are another custom feature.

car. He's really happy with it, and has given me some great advice."

We look forward to seeing Alan's car out on track this year, but for now he can reflect on a job well done. Despite the various ups and downs, it looks like almost exactly the same as his first sketches – the benefit of having a plan and sticking to it. Considering it all began in an era when strapping four exhausts to a flip-painted Saxo seemed like a good idea, the fact that Alan has masterminded a Mini that's still so ahead of the curve in 2016 is something to be very proud of. Indeed, the appeal of this one lies in the clever hidden details and neat engineering touches rather than shouting out loud – even if you can hear it coming from several streets away... 





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# MOKING

**A**t £100 a pop for a rusty MoT failure, back in the '90s you could brush-off critics left right and centre as you fixed-up and modified an old Mini to your heart's content. Those times are long gone, so with the rarest Mini models in particular, like '59s or 'English' Mokes, standard-spec restorations are now the only way to go. And that's why Peter Calleja's '65 stood out from afar, with standard MkI examples worth a small fortune in Spruce Green with their narrow steel rims and modest 850 engines.

Here was a twin-carbed 1275cc Mini Moke with a bright red paint job, Cooper S disc brakes and smart alloy wheels. It was an undeniably cool break from the norm, all without ruining the car's utilitarian charm, and we had to find out more.

"I've never been a conformist," Peter admits. "I want to be different, and the beauty of owning a Mini is that you can really customise it to your own taste, so why not do that with a Moke as well. In the proper original spec it could be worth up to £20,000 perhaps, but I find a long line of →





# MAVERICK

Peter Calleja's not keen on green, so he resisted the usual restoration route and rebuilt his Mk1 Moke with a historic race style – bright red paint, Rose Petals and a tuned 1275 GT engine...

Words and Photography Stephen Colbran





# MODIFIED MOKE

## THE BUILD

Peter chanced upon an original English Moke in need of some loving, and though he got it back on the road, he eventually decided to go the whole hog with a full rebuild. The shell was blasted and then taken to Sussex Road and Race for the transformation to begin.



Chilly in the winter, but driving a Moke with the roof down and the sun out is tough to beat!



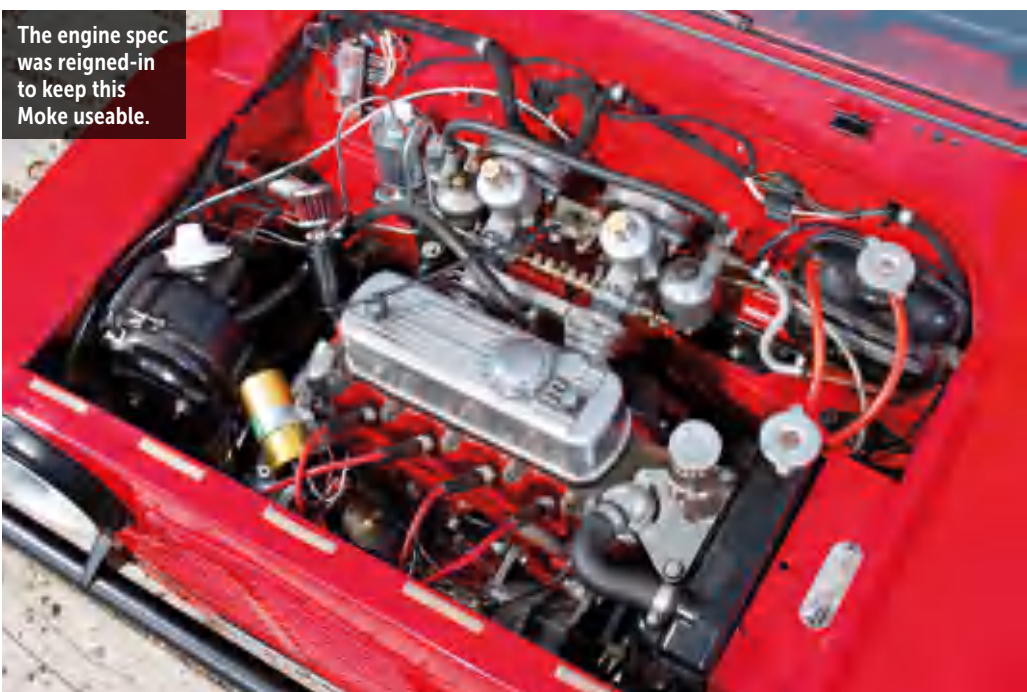
Peter insisted on having a remote brake servo.



Twin H4s complete with the unusual manifold.



The engine spec was reigned-in to keep this Moke useable.







## "I'm not one to show off, it was more about building the car just how I liked it..."

green ones a bit boring myself. I'm not one to show off, though – at the shows I tend to park up and step back; it was more about building the car just how I liked it."

### MALTESE MINIS

With a surname like Calleja, you may have twigged that Peter grew up on the sunny

island of Malta. He upped sticks for the UK in 1974, but not before his first taste of Mini ownership. "I had a regular Mini and then upgraded to a Cooper-spec car, which I played around with like any 17-year-old would," he recalls. "It wasn't built in Malta like some, so I remember having to wait six months for it to arrive from the UK.

Spare wheel mount was a custom touch to complete the Moke's modified style.



## MODIFIED MOKE



Rose Petal wheels shod with Yokohama tyres.

Unfortunately I had to sell up when I left – that broke my heart to leave it there."

Peter was a trained mechanic originally, so that know-how saw him regularly working on cars for the family once he'd moved. "I bought a J-reg Clubman for my wife, an MoT failure," he says. "I spent months stripping it down, repainting the body and putting it back on the road, then it got stolen – I was gutted."

It was only when Peter's son Michael turned 17 and was after a first car that the Minis returned. This Moke came about in 2005 after a lucky spot at an autojumble. "I went to the Dorset Steam Fair and walking around, I spotted a 'for sale' notice for a Mini Moke," says Peter. "It was just a small note on a guy's stand who was selling Jeep parts. Anyway, we chatted and he encouraged me to go and have a look at it. His father had passed away unfortunately, so he'd been left with a barn full of classic cars and unfinished projects. The Moke was just a shell with a load of parts in boxes; he was asking £4000 but it was far too much of a risk at that price." ➔



Cooper S discs to cope with the extra power.





Manifold exhaust has a lovely deep tone.

## THE BUILD CONTINUED...



Simple centre binnacle was also rebuilt.



Three-spoke Mountney looks right at home.



## "Kevin said it would be like a Ferrari-powered skateboard if we went too far..."

Peter haggled and somehow managed to get the project for just £1500, which today is incredibly cheap but 11 years ago it seemed about right. "The shell looked solid enough, and it came with the original 850 engine, but I had to think carefully and not buy with my heart," Peter continues. "I don't think the popularity of the car was really there at the time and it could have ended up costing a fortune if too much was missing. It did have all four metal seats though, which is very important as you can only get them in fibreglass now."

The passenger seats were an optional extra back in the '60s, and arguably they played a part in the demise of the Moke. You see, the Moke was never envisaged as a day-to-day runabout, especially not for the chilly UK climate, but as a light off-road machine for the military. When the British tax office finally got its way and classified the little off-roader as a proper passenger car in 1967, long after the military trials had belly flopped, the price shot up. With that, a regular Mini became far better value for money and UK Moke production ended the following year.

## GERMANY OR BUST

Peter's barn find sat in the garage for a number of years, then he came up with an ambitious plan. "I joined the Moke Club and bought a ticket for the IMM in Germany, which was only a month or so away," he says. "So with a friend we rebuilt it just in time and set off on an adventure – it was pure madness really!"

The largely untested Moke made it there in one piece, but the 850's big ends had gone on reaching the event and it had to be transported back. "Later down the line I put another 850 engine in, but left the body," Peter continues. "I did all the Mini events and everyone would say 'don't touch it, it looks brilliant as it is'. In the end I got too embarrassed by the condition and I hate green cars. Besides, the Moke Club guys said it wasn't the right green anyway."

Really he wanted a usable classic with more performance, to be able to cruise along at 70mph, have power on tap for a spot of overtaking and better brakes to match. Clearly the original spec wouldn't meet his needs, so the Moke would be rebuilt and modified. "I wanted to do all my own welding, the repairs and paint, but the plans were getting complicated," says Peter. "I'd stripped the shell and had it media blasted

Peter's mate Joe Agius with his modified Mini back in Malta.







The car came with its optional-extra rear seats, so they're all metal, not fibreglass replacements.

by April 2015. My son's Cooper had just had some work done by Kevin Fulbrook at Sussex Road and Race, so I asked if he fancied doing the Moke next."

Ex-John Cooper Garages technician Kevin still works on classic Minis, but he's kept busy with trackday and race MINIs, so he doesn't often take on full bare-shell classic restorations as it's incredibly time consuming. "At first he thought I wanted a standard restoration, but I said I wanted something more sporty – something completely different," Peter continues. "He's a skilled chap and I think he liked that I wanted something different. I suppose it was a bit of a challenge that he could then use to show off his business at shows. We agreed a rate and spec and I left him to it."

The media-blasted shell arrived at SR&R for Kevin and his team to get stuck into. "It was in a horrendous condition when it arrived," says Kevin. "We needed to change a fair amount of the panels, but thankfully Peter supplied pretty much everything new. It had a whole bunch of replacement panels, all new suspension, brakes, wheels and tyres – the lot." Peter adds that he wanted to do the project right first time, so he bought new panels wherever the car needed them. "It wasn't cheap but I thought if I was going to do it, there was no sense in bolting crappy old parts on," he says, quite wisely.

## SPEEDY SKATES

With Kevin's work on the body complete, it was sent off for a new coat of SEAT Passion Red, a radiant shade that certainly lifts this Moke's spirits. "To my mind the Moke isn't a naturally pretty car, but I've had

With everything on show, the level of finish had to be excellent all round.





# MODIFIED MOKE

## TECH SPEC

**BODY** 1965 MkI Morris Mini Moke, media blasted shell, repaired with host of new panels and zinc-primed. Colour-coded black bumpers and trim, custom spare wheel bracket, single windscreen wiper, new petrol tank, replacement hood, H4 headlight conversion. Paint: SEAT Passion Red.

**ENGINE** 1275cc A-Series, rebuilt by Sussex Road and Race, new pistons and bearings, mild fast road camshaft, unleaded head conversion, twin H2 SU carburettors on Alexander inlet manifold, electric fuel pump, electronic ignition, metal-blade fan, Cooper SPi radiator with additional electric fan, alternator conversion, Manifold Cooper Freeflow exhaust manifold, Manifold side-exit exhaust.

**TRANSMISSION** Guesswork's rebuilt 'Hybrid' gearbox, magic wand gearchange, A-plus gear set, hardened diff pin, pot joints, 2.95:1 final drive ratio.

**SUSPENSION** Fully refurbished dry set-up, new rear subframe, Hi-Los all round, new rubber springs and bushes.

**BRAKES** Remote servo assisted, Cooper S 7.5-inch discs and calipers (front), drums (rear), braided stainless steel flexible lines.

**WHEELS AND TYRES** Mini Spares 4.75x10-inch Rose Petals, Yokohama 165/70x10 tyres.

**INTERIOR** New seat cushions on factory-fit steel passenger seats, battery cut-off switch, rebuilt dash binnacle, rubber mats, period Mountney steering wheel.

comments saying how pretty this one is in red," Peter says. "They did a similar thing by using bright colours on the later Portuguese Mokes and it cheers them up no end."

Then it came to the engine. Peter's request for plentiful power, good high-speed cruising and excellent round-town driveability was asking a lot from an A-Series, but then again the MkI Moke weighs less than 600kgs. "Kevin questioned if I really wanted a big-power engine, saying it would be like a Ferrari-powered skateboard if we went too far," Peter jokes. "Again I wanted something different to standard, so we started with a 1275 GT engine I'd had for about 12 years in the

A tuned 1275 GT engine is more than enough for this quirky lightweight machine.



How could that cheeky little face not make you smile?

garage. Kevin rebuilt it with an uprated cam, converted the head for unleaded and I found some twin SUs on an Alexander inlet manifold after a long search."


Keeping the magic wand gearbox was high on the agenda, because although it's possible to run a later remote or rod change 'box, it would be immediately obvious to anyone peering inside the exposed interior. "The remote gear lever can also foul the handbrake on a Moke and I really wanted to keep that bit original," says Peter. But then he was worried the early gearbox wouldn't be strong enough for the car's newfound power, so after a long chat with John at Guesswork, he ordered up a 'hybrid gearbox'. John machines the early magic wand gearbox casing to accept a quieter and stronger four-synchro A-plus gearset and also offers a taller selection of final drive ratios. Peter went for a 2.95:1 as found in



Peter says the project came out even better than expected.

many economy-spec 998cc Minis.

"Since it was completed last year I've only done just over 100 miles," he says, "so it needs to go back to Kevin to be checked over and set-up now. I didn't want something undriveable, and it's perfect in that respect with plenty of torque. When we went to Germany in it years ago it was really struggling on the mountains and it already feels so much better."

The 100-odd miles included a visit to Brighton for the 2015 L2B, then a day in Worthing for Minis by the Sea, hosted by Peter's local West Sussex Mini Owners Club. So far the reaction has been hugely positive, even from the Moke purists, surprisingly. "The only downside of having it so nice now is that I'm always on edge at shows when people or kids try to climb on it," says Peter. "I guess that's just part of having any nice car though. Kevin really exceeded my expectations – on a sunny day it's hard to beat and I'd absolutely never sell it, no matter how much I'm offered." 



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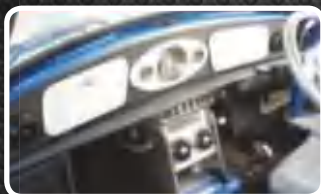
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MINIVAN

# BACK FROM

**After decades of reliable service, Stu Fellows' 1963 Minivan, Billy, was in a sorry state. There was only one solution – a bare-shell rebuild for this much-loved family friend...**

Words and Photography Stephen Colbran





# THE BRINK

**S**entimental value is a powerful force to be reckoned with. On paper, Stu Fellow's rear seat conversion Minivan was a financial write-off, with a pop-riveted hotchpotch of repairs that would cost more to fix than its market value.

But after years of reliable daily service, Billy the van was firmly part of the family, and thanks to a determined owner, this Tweed Grey workhorse would have to be saved one way or another.

"When it first came along it was six or seven shades of grey where it had been patched up and weathered," says Stu, as we ask about Billy's history. "There wasn't any rust on it but the top coat was dull, so for £700 I had it resprayed and that lasted for over six years. I used to drive it come hell or high water. On cold mornings I even had a cable running out of the house to power a fan heater inside. I'd fire that up 10 minutes before leaving in the morning to defrost it, as I was doing a 40-mile round commute each day to work. Over time the bodywork had become tired, but we didn't realise quite ➔





# MINIVAN

## THE BUILD

Stu's van featured in our 'On the Job' section in the March 2015 issue as a complete bare shell. Paul and Matt of Creative Customs Southwest certainly had their work cut out to meet a strict deadline and restore the van, as it was literally rebuilt from the ground up.



The pressed steel front grille has been made removable, but you'd never guess at a glance.



Tidied up and ready for a summer picnic.



Stu has a collection of original paperwork.

**"Pretty much everything from the scuttle panel down had to be replaced..."**

how many panels it would need."

The '60s rear seat conversion is something that sets this one apart from other smooth-roof vans, and that rarity only added to the sentimental attachment. "It's just an old car to most people," Stu continues. "It's only those in the know who really appreciate how rare it is with the flat roof, vent and rear seat. I haven't found out if that was actually done by the dealer, but I've traced the history so far back that it seems highly likely. It would have been someone who was either hard-up or really tight and wanted a family car."

Being a commercial vehicle, the Minivan wasn't subject to the usual purchase tax of a

new car, and for a while BMC dealers offered a rear bench seat for just £15 extra. Thrifty buyers could therefore bag a brand new little estate car for under £400, compared to over £600 for the upmarket Traveller and Countryman models. The seat install required the front lip of the load bed floor to be trimmed for leg room, although windows weren't part of the tax-saving deal, so it would have been pretty claustrophobic back there! Billy's rear windows would seem to be a DIY afterthought.

Although Stu is practically minded, when it came to saving his cherished Mini, he knew a professional restoration was the only way to get it done on time, and to an 'as new'



Only serious Mini enthusiasts spot the rarities – a smooth roof and rear seat conversion.



The original load bed was pop riveted in!

standard. So then came the question of who to ask – he wouldn't entrust such an involved job to an unknown body shop. "I'd known Paul at Creative Customs Southwest for some time, having met him on a Speed Awareness Course a few years back," Stu explains. "He'd done a Mini before for his daughter, but he specialises in VWs. The guy that did much of the work in the end was Matt, who's got a Mini himself and absolutely loves them. He put a real effort in to ensure it was right all the way along. I always liked their way of working and knew they'd be able to do a really good job – they tend to focus on one car at a time rather than trying to do too many and never meeting the deadlines."

When Billy went in for surgery, despite his regular rust proofing efforts, Stu braced himself for a daunting prognosis. It wasn't good news. "Pretty much everything from the scuttle panel down had to be replaced," Stu recalls. "It needed an entire floor and



Stu's well pleased that his van could be saved.

load deck, both side panels, the door bottoms and all of the front end. In total there were around 400 pop rivets in it holding everything together! I knew the front end was partially held on with screws, but it only dawned on me later that pretty much the whole car was like that." The shocking repairs were obviously never intended to last as long as they did, coming from a time when Minivans were cheap runabouts, not valued classics as they are today. Either way, it's lucky that Billy had never been in an accident – that would have been very bad indeed.

## GROUND-UP RESTO

You can't buy a complete Minivan shell, but as Stu's shopping list grew, the order wasn't far off entire panel replacement. "I'd planned to have it done for Riviera Run 2015, so five months from start to finish," he says, "but when the shell came back from shot blasting, although Paul said he'd get it

## TECH SPEC

**BODY** 1963 Mkl Morris Minivan, smooth roof, rear window conversion, removable steel grille, repainted original bumpers, shell fully restored with extensive panel replacement including complete new floor with correct four-vent sills, front panels, rear wings, arches, scuttle, inner windscreen panel, inner and outer A-panels and rear valance assembly. Original doors rebuilt. Paint: Tweed Grey.

**ENGINE** Standard-spec 998cc A-Series, HS4 SU carburettor, brass-top radiator, alternator conversion, later model plastic air filter housing, painted BMC green.

**TRANSMISSION** Four-speed gearbox, Magic Wand gear change, pre-Verito clutch.

**SUSPENSION** Dry suspension set-up, replacement rear subframe, standard-spec rubber springs and trumpets.

**BRAKES** Twin-leading drums (front), standard drums (rear), replacement master cylinder and brake lines.

**WHEELS AND TYRES** Black painted 4.5x10-inch steel wheels in black, chrome hub caps, Vee Rubber 145/80x10 tyres.

**INTERIOR** Seats refurbished with original-spec red vinyl covers from Mini Trimmings, matching door cards, new red carpets, original headlining, 1960s rear seat conversion, original two-spoke steering wheel, new wiring harness, centre speedo, Paddy Hopkirk pedal extension.

done in time, I didn't think it would happen. Whatever panels M Machine didn't make, I went with Heritage instead, and the guys said they didn't have any troubles with the panel fitment that way."



## THE BUILD CONTINUED...



Engine bay is all about practicality, but it's tidy enough for an occasional show and shine competition.



Red interior gives a boost to the grey paint.



Original two-spoke wheel was refurb'd too.

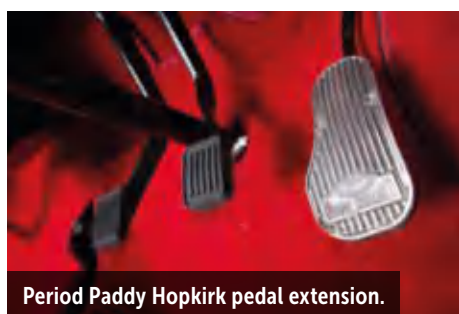
The shell was fully braced before the entire floor and sills were removed, with Stu regularly popping by to check progress. The only panel that caused slight delay to the proceedings was the rear load bed, as they're apparently only made in small batches at a time. The panel also had to be cut back slightly to get the rear seat in, as it was before. Stu reckons it took a fair slab of commitment to cut into the brand new panel, but it was essential if he was to keep the unusual rear seat conversion.

"The aim was always to keep it as original as possible without ruining the practicality," he says. "Some people may ask why I didn't return it to a panel van, but I bought it like this and I like it as a car." It may not be as it left the factory, but Stu really wanted to

bring Billy back with a few light updates. The front grille is an original pressed steel type, for example, but it's now removable for better access to the distributor. He later opted for an alternator and halogen headlamps too.

Other areas had to be period perfect, however: "You can't get the correct upper dash rail, so I bought the Mk3 version and asked for the vents to be cut out, moved outwards and welded back on like a Mk1," says Stu. "Little details like that you can't really notice, but it would annoy me not being correct. It had to be done properly."

A new wiring loom was a must-have, because Stu always planned on keeping his Mini as a daily commuter, and 53-year old wiring looms aren't exactly known for



Period Paddy Hopkirk pedal extension.



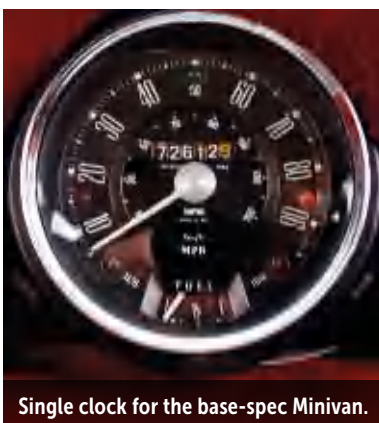
Stu and his wife Jan go for a drive around Castle Combe race circuit.



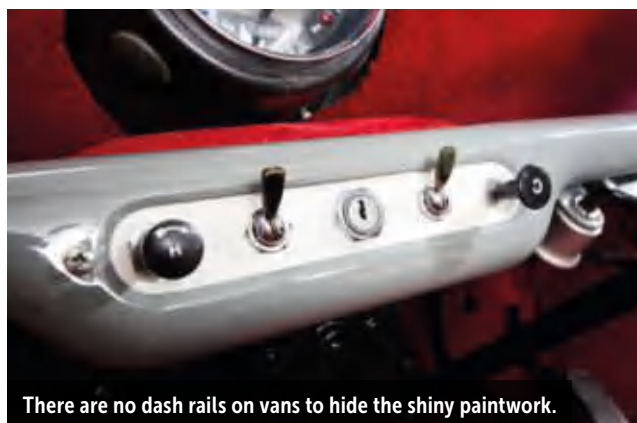
And to think Stu had planned to drive his van daily through the winter...

reliability. An engine rebuild was never on the cards though, saving money to spend on the panels and paint instead. Billy would have had an 850 engine from the factory, but that had long gone in favour of an early 998. Stu says it's hardly a powerhouse, but a little more torque still helps on the hills. A regularly serviced standard-spec 998 will also just keep plodding on for decades – unstressed, economical and so quiet you can barely hear it ticking over.

Another fund saver came with the interior. "We had all that done four years ago, so when it came to the rebuild, the carpet and door cards were changed but the rest was still in good shape," says Stu. "I gave the door cards to Mini Trimmings who refurbished the original interior in red vinyl



Single clock for the base-spec Minivan.



There are no dash rails on vans to hide the shiny paintwork.

**"I'm an HGV driver, so it's always fun jumping back into this after a day in the lorry..."**


and it was all nicely matched in. The offer was there to redo it in leather, but it would have been really basic from the factory and the vinyl just fitted the overall style."

## BILLY'S BACK

The restoration took seven weeks longer than expected in the end, but six and a half months is not bad at all considering the level of welding required. But with so much of the original Billy replaced, does this still feel like the same Mini? "Yes, I honestly can't feel the difference now to when it was pop riveted together," says Stu, with no disrespect to Paul and Matt's skills of course! "I'm an HGV driver, so it's always fun jumping back into this after a day in the lorry, although I'm thinking it's probably a bit too good to be driving every day through the winter now; I might have to get a cheap runaround for that instead." That seems sensible to us, especially considering the cost of any professional restoration, as well

as Stu's desire to keep his van looking smart for a very long time to come.

So far he's clocked-up a few thousand miles since the rebuild, with just a few tweaks along the way. "A couple of the crank case breathers were vented to the atmosphere," he says, "So I've put them back to the carb like they're supposed to be. I changed the headlights again as well, because the original bowls were rusted. I wasn't sure about the P700s - they were a bit bling, but they have the right shape and work well. There's also no mirrors at the moment – I've not been man enough to screw the mirror back on again yet!"

Billy may not be an in-yer-face modified showpiece or a concours creation, but it's a practical little estate and most importantly, exactly the car Stu needs. We think the subtle styling works wonders, especially with the striking red interior lifting the grey paint, and it's all perfectly in keeping with the van's '60s heritage. 



CUSTOM 1275 GT

# SMOOTH

**Graham Varcoe's unique custom 1275 GT has been owned for over 30 years, totally rebuilt from scratch and spent almost two decades off the road. It's now back in action and being used as a daily driver.**

Words and Photography Simon Cooke





# OPERATOR

**B**roadly speaking, there's a fairly well-defined rulebook for Mini styling these days. We're talking a quartet of eight-spokes – perhaps Revolutions for a Clubman – subtle paint and some neat lashings of chrome. But it hasn't always been that way; rewind back through the decades and it was much more commonplace for Minis to take their styling cues from the wider custom car scene. Graham

Varcoe's cool 1973 1275 GT is a reminder of those more colourful times.

If you were a regular at Mini shows during the '90s, then you may remember Graham's funky creation doing the rounds. It may have taken him over 30 years to get the car featured, but good things come to those who wait. Remarkably, this is the first car he's ever owned, bought six months before he was even old enough to drive. He thinks it cost him £700, although confesses that he can't swear that's what he paid as it was such a long time ago.

"It was in pretty good condition," he remembers. "I think there had been two lady owners and the A-panels, rear valance

and rear subframe had all been replaced. It had about 30,000 miles on the clock and was taxed and MoT'd."

## GETTING SERIOUS

However, Graham's urge to customise the Mini soon took over. As soon as he was able to legally get behind the wheel, he and a friend started to de-seam the Mini and remove the ridges on the bonnet to give it a smoother look. Then the floodgates opened. "I soon realised that it was just too difficult to do much serious work on the car as I was using it on a daily basis," says Graham. ➡





# CUSTOM 1275 GT



The bold orange stripe helps to blend in the Pug 205 rear lights and Renault 5 front indicators.

“So I decided to take it off the road so I could work on it properly.”

That was in 1983, when the Mini was just 10 years old, and the intention was a total stripdown and rebuild. Graham soon got down to the last nut and bolt, but then got rather sidetracked with other things when it came to putting it all back together again. It wasn't until 1990 that he decided that he really should pull his finger out and finish what he'd started, and it was during this concentrated rebuild period that he admits to getting even more carried away than originally planned.

Starting with the outside, Graham smoothed the bodywork where the original bumpers had been fitted and then fabricated his own chrome alternatives. There have also been some significant lighting changes, with the clever fitment of rear lights from a Peugeot 205, frenched-in Renault 5 front indicators and a twin headlight set-up consisting of a pair of old Vauxhall headlights and a pair of inner spotlights of the same diameter. As you can probably guess, Graham fabricated the grille and surround himself, while at the other end he smoothed off the bootlid and hid the numberplate light. “I just wanted it to look a bit different and keep the lines very clean; the Mini bits seemed to me to be just stuck on the outside of the car,” he explains.

When Graham bought the car it was orange, but he gave it a totally new paint scheme to suit the new custom look. The base colour is Vauxhall Glacier White with a Honda blue waistline and lower section, but Graham has also added orange and red stripes to blend in with his new lights.

The Honda blue paint extends to the engine bay, which has been extensively



Graham first purchased his GT 33 years ago!



Fire extinguisher joins a rather aged can of Pepsi.

## “I just wanted it to look a bit different and keep the lines very clean...”

modified to suit the custom ethos. The bulkhead has been completely reworked to provide more space yet look neater at the same time, allowing Graham to relocate the servo from its usual position on the inner wing and provide more room for bigger carbs if he fancies swapping the current single SU. Another neat touch is the single gas strut used to replace the stock bonnet prop, although Graham is struggling to remember where it came from. “I was always searching breaker's yards for bits which might be useful,” he says. “It might be from a Vauxhall Cavalier tailgate.”

### DAILY DRIVE

Staying with the engine bay, it still plays host to the original 1275 motor, but there's been a few tweaks. Although it ran well, Graham stripped the motor back to its component form, and it re-emerged as a

largely standard GT unit but rebored to 1293cc and fitted with a duplex timing gear set-up. During a recent rolling road session at Southam Mini Metro it recorded a healthy 48bhp at the wheels once the carb needle had been replaced, and Graham says it's now much better for his daily driving requirements. It looks the part too, with the majority of parts replaced, polished, chromed or powder-coated to create a minimalist but custom look.

The suspension and subframes didn't escape either. Graham has powder-coated both frames and teamed them up with new uprated rubber springs and Spax dampers, while the 7.5-inch brakes have been refurbished too. Concealing them are a set of period slot mags, more specifically 5x10-inch Cobra 'Supaslots', which have been polished up and are housed under Wood & Pickett-style arches.





The lightly-tweaked 1275 GT motor sits in a neat engine bay complete with a totally reworked bulkhead.



Cobra seats give that '80s custom feel.

relocated to inside of the plastic door pockets. It's all very minimalist, save for the awesome-looking Beltex mini stack cassette system – a real survivor if ever we saw one!

Other changes include a plain Mountney steering wheel, more Honda blue detailing and a cut-down gear lever. In the back Graham has removed the rear seat and the pockets, before adding a half roll cage as compensation for any structural integrity he may have removed in the process.

The restarted build took around two years to finish off, and Graham used the car for shows and special occasions between 1992 and 2000. During this time he picked up several prizes, including Best Custom at Himley Hall in '95, Best Modified & Custom at Bristol Mini Day the same year, and Best Custom & Modified at Herts Mini Show in 1997. The car was in regular use for around eight years, but then Graham moved onto a narrow boat and didn't need a car, ➡

Inside, things are very different to what you'd find in a standard GT. "I wanted something a bit more modern-looking for the interior," he confirms. "I bought the new seats from Cobra with some extra material and started the conversion from there."

The result looks like it's been lifted straight out of the 1980s. The grey and black seats with their blue piping are reminiscent of a period hot hatch, and who can forget the wrap-around dash so favoured by car designers of the period? Graham's own take on the theme has been fashioned from plywood and aluminium, and features a later pair of Nippon Seiki dials with an aftermarket rev counter. The dashboard also plays host to neatly hidden switches for the electric windows he's fitted, while the door release handles and pulls have been

The rear has been completely restyled and smoothed.





# CUSTOM 1275 GT



Wrap around dash has been custom-made.



Beltex stereo system is a trip back in time.



The interior continues the minimalist style - even the door release handles have been relocated out of sight.

## TECH SPEC

**BODY** 1973 Mini 1275 GT, new A-panels and rear valance, fully de-seamed including roof gutters and sill lips, smoothed front and rear valances, ridges removed from bonnet, bootlid modified with custom numberplate aperture, no bootlid handle, aftermarket internal boot hinges, twin headlight conversion, custom front grille, Peugeot 205 rear lights, Renault 5 front indicators, Rover door handles, custom chrome bar bumpers, chrome door mirrors and GB badge, Leyland ST graphics, Wood and Pickett-style arches. Paint Vauxhall Glacier White with blue, orange and red stripes.

**ENGINE** 1275 GT A-Series rebored to 1293cc, new pistons, refurbished original cylinder head, original cam, duplex timing gears, standard 1.5-inch HS4 SU carb, K&N filter, two-core radiator, Accuspark electronic ignition, Manifold LCB, stainless steel twin-box RC40 exhaust, aluminium rocker cover, stainless, chrome and power-coated fittings. Power: 48bhp @4100rpm.

**TRANSMISSION** Standard four-speed close-ratio rod-change gearbox, pre-Verto clutch assembly.

**SUSPENSION** Dry set-up, powder-coated subframes, new uprated rubber springs, Spax dampers, stainless ball joint tab washers and disc covers, SuperPro polyurethane bushes.

**BRAKES** 7.5-inch disc assemblies with drilled discs (front). Minifin drums (rear), remote servo relocated to bulkhead, Goodridge hoses.

**WHEELS AND TYRES** 5x10-inch Cobra Supaslot wheels, 165/70x10 Falken tyres.

**INTERIOR** Cobra reclining seats, dash, doorcards and sun visors trimmed to match, custom curved fascia with Nippon Seiki dials and additional tachometer, electric window conversion, shortened gear lever, door releases/pulls relocated to door pockets, custom trimmed carpets, no rear seat, rear roll cage, Beltex stack cassette system, retrimmed bootlid liner with fire extinguisher.

so it was stored from 2001 to 2011.

You would expect the car to need some fairly thorough recommissioning after 10 years in storage, but all it needed to get it roadworthy again was a new coat of paint on the roof. Graham didn't even need to fit new spark plugs to get it up and running! Since returning to the road for a second time the car has suffered a few oil leaks, no doubt the result of few of the rubber seals perishing over the years, but besides that it's still going strong and currently gets used every day.

Graham is thinking about fitting a five-speed gearbox in an effort to make the Mini more user-friendly on a daily basis, but other than that there are no plans to make any changes beyond regular maintenance. That's surely something to celebrate; having spent almost 20 years out of the last 30 in hibernation, it's great to see this custom creation back on the road. Sure, it won't suit all tastes, but it's great throwback to a bygone era of custom cars, and all the more interesting for it. **mini**

Vauxhall Ventora headlamps sit in a self-fabricated grille.





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## 1966 MONTE CARLO RALLY



The offending headlamp bulbs come under close scrutiny.

# BLINDED BY THE LIGHTS

**2016 marks 50 years since the BMC Works team went in search of a third consecutive Mini victory on the Monte Carlo Rally. What followed remains one of the biggest rallying controversies of all time...**

Words Pete Flanagan Photography BMW Press, Bill Price archive and Ferret Fotografics

**A**mongst other things, 1966 was the year of the mini skirt, Flower Power and the Space Race, not to forget England's one and only victory in the football World Cup. By '66 the Mini had established itself as a truly classless British icon, hitting the headlines for all the right reasons as the Beatles brought a new sense of cool to Issigonis' baby, together with movie stars and even royalty. But there's one front page story that's still being talked about some 50 years later, and for all the wrong reasons...

By the mid '60s international rallying had gained household popularity in a way we can only really dream about today. The prize was the abundant publicity that success brought with it, and the lure of lucrative overseas markets. Successes home and abroad meant BMC regularly enjoyed newspaper and TV exposure, with its wins on the Monte Carlo Rally the most newsworthy of all. Success on the Monte had eluded the BMC Works team in the early years of the Mini's sporting career, but the introduction of the Cooper S proved to be a game-changer. Paddy Hopkirk and

Henry Liddon claimed a maiden victory with 33 EJB in 1964, with Timo Mäkinen and Paul Easter following suit with AJB 44B in 1965. The team also notched up a European Rally Championship victory with Rauno Aaltonen in '65, and having come off the back of its first (and only) RAC Rally win for the Mini, hopes were high for a Monte Carlo hat trick in '66.

### HIGH HOPES

New Appendix J regulations for the rally were already under close scrutiny at both Abingdon and Ford's Boreham rally headquarters many months before the event, and it soon became evident that a Group 1 rally car would stand a good chance of outright victory. Appendix J regulations for Group 1, which essentially described a showroom standard car, would demand that over 5000 identical models be produced in the year prior to the event. In response BMC ramped up production of the 1275 Cooper S to meet the target, though doubts have been cast ever since as to whether the numbers actually added up. Ford's Lotus Cortina had missed the production requirements by a country mile, but was still

homologated anyway!

The change in regulations created the impression that the Automobile Club de Monaco wasn't particularly happy about the Mini's previous domination. Rumours circulated in France that those in the Principality were out to spoil the party, as Billy Dulles found out during the Marcos team's ongoing preparation for the 1966 Le Mans race. "I went to see Stuart Turner, Head of the BMC Competitions Dept, and asked him

Paddy with GRX 5D today.





The cars being stripped down and prepared ahead of the rally.



## "French honour was at stake, and they were not going to let the Brits win whatever the outcome..."

whether we could draw one engine from Special Tuning for the Le Mans Marcos," he recalls. "He wasn't too keen but agreed on condition that the engine would not be attributable. A retirement at Le Mans could only mean poor publicity for BMC, who were on the crest of a wave and gearing up for possibly their third Monte Carlo Rally victory. I also warned Stuart Turner, at that time, that the French were massing efforts to deny BMC a third victory at Monte Carlo. French honour was at stake, and although the Citroën team were outclassed on power-to-weight ratio they weren't going to let the Brits win whatever the outcome. Turner, who was a fine tactician, was rather indignant about my revelation and said that they had gone through the regulations and the homologation papers with a fine-tooth comb, and had found nothing to outlaw the spec of the rally cars. The rest is history!"

Both Ford's Henry Taylor and Abingdon's Turner flew to Paris on more than one occasion to iron out any of the remaining discrepancies within the new regulations. Turner had also consulted with Alec Issigonis to ask if the standard production Cooper Ss

could be fitted with wider wheels, an extra fuel tank, an oil cooler and uprated Hardy Spicer drive couplings as soon as possible to give their Group 1 cars the best chance of success. He was only partially successful in his endeavour as he also had bucket seats, a higher lift cam, a Downton exhaust manifold and bigger H4 carburetors on his wish list!

It's fair to say we probably have Stuart to thank for getting a couple of the former items swiftly incorporated into standard production at the very start of 1966. Much improved

reclining seats were introduced, though only as an option, which meant for Group 1 the standard seats would have to be retained. Alas, the wider 4.5-inch wheels also remained on the options list, meaning skinny 3.5-inch items on the rally cars. The right-hand fuel tank did become a standard item on the Cooper S from early '66, but not before the homologation form deadline, and so was absent from the Monte cars. Hardy Spicer drive couplings were also not listed on the form, but they were already in production by that point and so were fitted to the Works cars.

Meanwhile, Castrol had been working on a solution to carb icing under the kind of extreme conditions witnessed on previous Montes, and came up with the idea of adding meths to the fuel before fill-ups. Lighting

Seat covers were the only aid to comfort!



New dash panels ready.





# 1966 MONTE CARLO RALLY

Rauno's car being prepared.



Paddy Hopkirk going well after the first day.



**"There were ominous signs in the weeks prior to the start of the rally..."**

Lucas get to work on wiring the lights.



arrangements were taken care of by Lucas after much consultation with the FIA, and together with the Competitions Department, they were satisfied that the final set-up would comply with Appendix J. Two extra permitted fog lamps with quartz iodine single-filament bulbs were fitted in conjunction with the standard headlamps, which also had the same QI single filament bulbs. The headlamps were now effectively 'dipped' by use of a rheostat on the dash to dim them, which was essential as the headlamp bulbs no longer had the standard twin filament. The fogs could be used in isolation, and during the stages all four would be used in conjunction. Of course, this would turn out to be the subject of one of rallying's most controversial results!

## RUMOUR MILL

Eventually the preparation of three Group 1 cars commenced at Abingdon in December '65. Three brand new Tartan Red Cooper Ss were delivered from Longbridge for Timo Mäkinen/Paul Easter (GRX 555D), Rauno

Aaltonen/Tony Ambrose (GRX 55D) and Paddy Hopkirk/Henry Liddon (GRX 5D). They were joined by GRX 195D, a Group 2 car (with extra lamps) for occasional celebrity Works rally driver and BBC broadcaster Raymond Baxter to drive alongside Jack Scott.

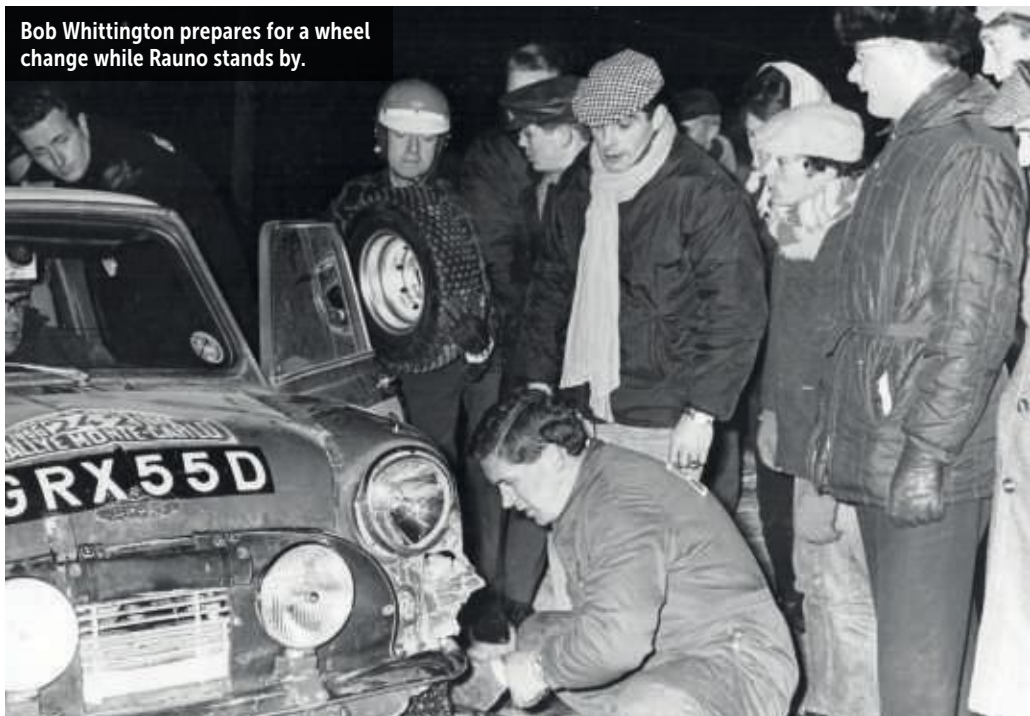
Despite last minute amendments to the rules still being made after at least one of the cars had departed and various stories circulating of the French intention to thwart the team's attempt at a third win, all seemed to be in hand for the challenge ahead. The bucket seats Turner requested couldn't be pushed through production in time, meaning 'Karobes'-style rally covers were fitted as a quick fix. Mäkinen's passenger seat was often stowed in the back of the car anyway, making

space for a makeshift bed fashioned from padded plywood by a Morris dealer in Lisbon, where he would start his Monte journey. Apparently, Timo liked to take a rest on the longer road sections.

Ice notes, pace notes and tyre selection were essential elements to Stuart Turner's pre-event preparation, and along will the all-important recce, contributed to the impressively quick stage times posted by the near bog-standard Works Minis. However, these giant-slaying performances only served to increase the cynicism amongst the French officials, reaffirming their suspicion that the Brits must be cheating!

Indeed, there were ominous signs in the weeks prior to the start of the rally, as Rauno

Bob Whittington prepares for a wheel change while Rauno stands by.



Timo presses on through the snow.





# 1966 MONTE CARLO RALLY



TV celebrity Raymond Baxter fights his way up to fifth!



Service halt for Timo.

Other members of the team were also unimpressed with the mood in Monte Carlo following supper on the first night. Bill Price of the Competitions Department recalled that the waiter in the team's chosen restaurant, who spoke very good English, suggested without any prompting that it was general knowledge around town that a British car would not be allowed to win!

Aaltonen explains: "The prelude to the 1966 Monte Carlo Rally was a surprise. During the first week of December 1965 I was checking my notes on the Col de Turini. As always we had stopped for lunch at the top of the Col at the Hotel des Trois Vallées. We were greeted as always by the friendly hotel owner but I did note that this time he was visibly rather emotional. He then told me what had happened the previous week, that some of the top people in the Rallye Monte Carlo Club had visited him for Sunday lunch and had openly discussed the potential to disqualify enough foreign cars to get a French winner. Of course I thought it was just the normal lunch talk, perhaps under influence of wine! However, I telephoned Stuart Turner immediately to warn him about their possible plans".

Paddy Hopkirk had also picked up on the uneasy atmosphere that seemed to prevail prior to the event, especially some of the inter-team sniping that seemed to develop before the start. "What a great pity about all the

stir-up over the Monte regulations," he wrote in *Autosport* at the time. "There is now a good deal of mud-slinging going on with each manufacturer's team accusing the other of sneaking on them to the people that make the rules. None of the manufacturers had time to gear up and I hope the organisers and the FIA learn their lesson from this year and see to it that the regulations for next year are all buttoned up in plenty of time".

Paddy pushing hard.



## SPEED OF LIGHT

With Timo heading into Monaco from a freezing Lisbon, Paddy from Warsaw and Rauno from sunny Athens, the Minis assembled at Monte Carlo amongst a total of 172 cars to start the rally proper, though evidently quite a number of runners had already fallen foul of the restriction on extra lamps and been disqualified. The rally itself started as well as the team could have hoped, with a storming Timo making the early running, Rauno close behind and Paddy behind the Works Cortinas in fifth. The lighting arrangements on the cars were of no cause for concern to the team as the French press were preoccupied as usual with the speed of the Mini Coopers against much more powerful opposition. However, once the Monaco-Chambery-Monaco section had been completed, and to the team's surprise, they were informed by rally HQ that their presence would be required at scrutineering first thing in the morning.

It soon became clear that the lights were to be the subject of investigation. Each driver had to put his lights on and switch to dip while the beam was directed at, of all things, a



Rauno running in second despite minor damage.

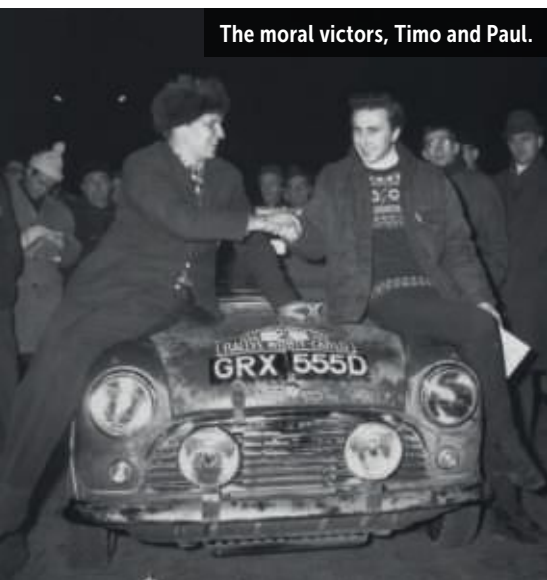
Paddy is happy with third, but not for long...





# 1966 MONTE CARLO RALLY

The moral victors, Timo and Paul.



cardboard box! Later in the day a list of entrants was posted at rally HQ stating that they'd all fallen foul of the lighting regulations. The officials claimed that the rheostat system fitted to the Minis contravened the rules, but just as with all the other cars affected, they were still allowed to continue without any alterations.

The final Mountain Circuit beckoned, and despite both Paddy and Rauno suffering minor incidents, the three Minis left the opposition trailing in their wake. The result was a resounding one-two-three victory for Timo, Rauno and Paddy, with Raymond Baxter coming home in a very creditable fifth. Brit Roger Clarke finished fourth in the Works Lotus Cortina, while the leading Works Citroën of Toivonen finished an impressive sixth.

As far as Rauno was concerned, the rally was drama-free: "It passed without any great incidents," he says. "We finished second overall, arriving back in Monte Carlo in the early hours of Saturday morning and going straight to bed without really thinking back to what happened in December. The prize giving



ITN News crew interview: Paddy (left), Timo, Rootes team driver Rosemary Smith and Ford's Roger Clark.

**"There was certainly a strange atmosphere there; everybody was silent..."**

was to be at midday on Saturday so I planned to sleep until 10, but at 8 o'clock the phone suddenly rang in my room and a male voice asked me to be in the rally office at 9 o'clock. I had no idea why."

The other leading drivers were also summoned, as Rauno remembers: "When I entered the club room Paddy Hopkirk, Timo Mäkinen and Roger Clark were all there, all from the teams that finished in front of the best French car, a Citroën driven by my Finnish friend Pauli Toivonen. There was certainly a strange atmosphere there; everybody was silent. Suddenly a tall Frenchman dressed immaculately in a black suit entered the room. 'Gentleman, you are

disqualified,' he said very frankly without so much as a 'good morning'. He span around to leave the room when Paddy asked politely, 'excuse me sir, what is the reason?' The tall man burst into laughter and said that we didn't have yellow lights. I then interrupted and mentioned that, according to the Geneva Convention, a car is allowed to have the lighting system as permitted in the country of registration, with the exception of asymmetric lights. Yellow lights were not compulsory for British cars!"

It certainly looked to Rauno as if the officials were determined to find something wrong with the cars. As top three finishers the Minis would be expected to undergo



Paddy's car returns home with the team by Corvaire!



The three crews pose for a photoshoot on their return.



## 1966 MONTE CARLO RALLY



Paul Easter carefully brings the 'winning' car into the Palladium for a Saturday night appearance!



The '66 Monte marked its centenary.



examination, but in an unprecedented move Timo's cars was painstakingly stripped to its bare components, with all parts measured, weighed and checked for compliance. Nothing untoward was found.

The track width on Paddy's car was next to come under fire. "After a while, perhaps 15 minutes, the same man reappeared smiling once again and announced 'You are disqualified'," says Rauno. "Paddy again politely asked for the reason. The man replied: 'Mr Hopkirk, you have a wider track on the front than homologated'.

Of course Paddy refuted the suggestion, advising that it must be a measuring error and that they should recheck it. The reply came that there would be no point rechecking as the team had obviously put the standard parts back on! As Rauno had left his car in Parc Fermé he suggested that his track width be checked too, but to little response. "Later we heard the scrutineers had men sat on the bonnet while measuring the track, which of

course would have given them the false result that they were looking for," Rauno explains. "The track can only be measured accurately if the height of the car is correct!"

The meeting continued, and at the third and final attempt, the officials finally resurrected their initial lighting complaint and informed the drivers that they were indeed all disqualified. "All the British Works cars dipped to fog lamps, which was allowed in Britain and hence by the Geneva Convention in France too," says Rauno. "However the organiser disqualified all the top British cars with this lighting system, disregarding the Geneva Convention completely. This included BMC cars as well as the Fords and Imps. Much later the organisers issued a letter trying to find an acceptable excuse for their disqualification in order to achieve a French win."

Despite appeal, the results stood and when the final classification was published the four Works Minis plus Roger Clark's Lotus Cortina

were missing from the top five. Timo's top spot was taken by the works Citroën DS21 of Toivonen, who himself was so disgusted with the whole affair that he failed to show for the prize giving. That night BMC hastily organised a back-to-back test of both Timo's car and a standard car sourced from a local dealer, which were to be tested on a one-mile course around Monaco by both Timo and French racing driver and L'equipe journalist Alain Bertaut. The standard car was consistently quicker!

### MORAL VICTORY

Despite the obvious disappointment of the Monte Carlo fiasco of 1966 the team returned home to a hero's welcome, as Paddy reported in *Autosport*: "What made the whole thing nearly worthwhile was the great reception we got when we came home. The crowd at London Airport, on the ITV Palladium Show and many other places didn't seem in much doubt about who had won!"

The French as a nation were seemingly not all behind the result as Mini sales reached an all-time high after the event, while the outrage felt by the British media and their loyal support of the British entrants only served to ensure that the cars remained in the public spotlight for many months to come. The Monte Carlo Rally itself was never to recover fully from the ensuing PR disaster, but the team returned the following year to prove once and for all that the Mini Cooper really was a world beater. 



Two of the cars pictured at Gaydon last month.

### THANKS TO:

Rauno Aaltonen and Bill Price with their help for this feature.



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The essentials for keeping your Mini on the road.

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Keith builds his short block for the Clubman and Jeff gets the Italian City converted to right-hand-drive, plus updates from Alex, Ryan and John.

## BEFORE STARTING



The first rule of working on cars and using tools of any kind is don't be stupid. Make sure personal protective gear – goggles, gloves, ear defenders, masks and a set of overalls – are hanging on a hook in your garage and use them wisely.

If you're working with power tools, protective gear is essential. Never attempt to work under a car without supporting it securely using suitably strong axle stands. If you haven't got a fire extinguisher, buy one and keep it near to hand. The bottom line? If you're not completely confident of your own ability to complete any task safely, don't even start it. Leave it to the experts.

Words Alex Kinsman Photography Stephen Colbran



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**DIFFICULTY**



## HOW TO: FIT AN ADJUSTABLE FRONT GEOMETRY KIT

Take proper control over your Mini's front suspension geometry with new adjustable lower arms and tie-rods.

Last month we showed you how to refurbish a rear radius arm, adding adjustable camber and track brackets to correct rear end alignment as part of the job. Having proper control over your Mini's suspension can only be a good thing if you're keen to get the maximum from the driving experience. Get it wrong, and the experience can be frightening! Correct geometry can also prevent uneven tyre wear too, hence saving you money. That's why we've decided to go the whole hog this month, and deal with the front of the car too.

Your average four-wheel alignment centre will be able to help matters in most cases, but as standard a Mini is only adjustable at the front in terms of tracking (or toe), which describes the attitude of a pair of wheels on the same axle line when viewed from above. Camber and caster, on the other hand, can vary wildly from side-to-side due to poor manufacturing tolerances and worn/bent components.

Camber is described by a line drawn through the wheel/tyre centreline and vertical when viewed from the front/rear of the car, and is applicable to both the front and rear wheels. It can be altered with the fitment of adjustable lower arms. Fixed negative camber lower arms are available too, but will only increase negative camber by a fixed amount over the current setting.

Caster, meanwhile, is described by the angle made by drawing a line through the ball joint centres and vertical when viewed from the side, applicable to the front wheels

only. This can be altered by adjusting the length of the tie-rods. Plenty of Minis have errant caster settings, as they've had their tie-rods bent by incorrect jacking-up on the front tie-rod mount. For a full explanation of the jargon, dig out a copy of Keith Calver's Masterclass in our June 2013 issue.

Fitting adjustable front suspension components allows for finer control over where the front wheels are pointing, and makes it possible to have symmetrical settings rather than relying on what came out of the factory on a Friday afternoon. But before you can do that, you need to fit the parts first – something rarely covered in proper detail. Parts are available from the major Mini specialists, and we've chosen new tie-rods, lower arms and bushes from Mini Spares (kit number MSSK3008).

The spanner-work to fit the parts is relatively simple. However, the setting up of the camber, caster and toe afterwards isn't. The relationship between all the parameters can be complex, and you're unlikely to be able to do everything properly at home without some specific tools – it's a specialist job and takes time. Don't be tempted to skip on set-up, as it's just not worth it.

Settings can be tweaked to suit your personal preference, but a good baseline at the front for general road use is 1 to 1.5 degrees of negative camber and 3 degrees of caster. Tracking is measured as a distance instead, with a toe-out of 1/16 to 1/8-inch usually a good starting point but dependent on wheel rim size.





1

To begin, loosen the wheel nuts a quarter of a turn, and then jack the car up.



2

Carefully support the car on axle stands. Because access is required to the bottom arm, you may find it easier to place the stands under the corner of the inner wings where they join the floor and the sill. Be careful to get the positioning right to avoid damaging bodywork.



3

With the wheel removed, loosen and remove the lower ball joint swivel pin nut using an 11/16-inch AF socket or spanner to make sure the threads are clean and free. Replace the nut and do it back up so that it is flush with the end of the threads.



4

Using an appropriate splitter tool (walloping the arm with hammers isn't appropriate), release the bottom ball joint swivel pin taper from the lower suspension arm.



5

Remove the nut and lift the swivel pin out of the lower arm.



6

Clean off the nut and bolt that holds the tie-rod to the lower arm. The bolts often get stuck in place if no copper grease was used on assembly, so apply some penetrating oil to help free them, such as PlusGas.



7

Undo the nut and bolt using a combination of 1/2-inch AF spanners or sockets.



8

With the bolt fully withdrawn, the tie-rod can be released from the lower arm.



9

The tie-rod bushes can be prone to perishing. These ones are around 18 months old and already way past their best, so be sure to check them on a regular basis.



10

The other end of the tie-rod is held in place on the front subframe with a Nyloc nut. Undo it using an 11/16-inch AF spanner. You can't get a socket on this nut as the shape of the front prevents proper access.



11

With the retaining nut, washer and outer bush removed, and the other end freed, the old tie-rod can be fully removed.



12

Undo the retaining nut on the suspension lower arm 'wiggly' pin using a 9/16-inch spanner or socket. The pin holds the inner end of the lower arm to the subframe.





13

With the nut removed the lower arm pin can be shunted forwards and the arm removed from it. This can be quite a challenge if it hasn't been removed for a while. Likewise, the arm itself can be quite difficult to remove from the pin.



14

These polyurethane bushes were fitted at the same time as the tie-rod bushes. The inner metal sleeve has welded itself to the pin, effectively scrapping it, and the bushes are decidedly second-hand. Such are the perils of using a Mini as a daily driver in all weathers!



15

The new lower arms are handed, with the ball joint swivel pin taper only passing through in one direction correctly. Make sure you have the correct arm before bolting it to the car.



16

The new components are supplied loosely assembled and are not adjusted to any particular size. You can clearly see that the tie-rods and lower arms are of different lengths to the items removed.



17

To give you a fighting chance of matching the old geometry set-up, put the tie-rod retaining bolt back into the lower arm and use it to measure the length of the arm, noting it down.



18

Dismantle the lower arm adjusting mechanism and thoroughly grease the outside of the sleeve nut with anti-seize copper grease.



19

Grease the threads of the adjusting bolt and reassemble the mechanism onto the arm.



20

Now, adjust the length of the arm to match the one that came off as accurately as you can.



21

Remove the end piece from the tie-rod and grease the threads before screwing the end piece back into place.



22

Put a long 5/16-inch bolt (or a screwdriver) through the end of the old and new tie-rods. Adjust the length of the new one to match the old one, then do the locknut up finger tight. Again, this will help to retain the geometry.



23

Place the new bushes in the lower arm. There are plenty of options, ranging from the OE rubber-type to several uprated versions. We've gone for polyurethane items again.



24

Increasing caster can distort the lower arm bushes beyond the point of return. Mini Spares sells uprated versions to deal with this, featuring angle-cut sleeves in offset bushes to eliminate side-loading by the caster angle. They come marked to ensure the correct orientation.





25

Next, liberally smear the lower arm pin with anti-seize grease, which should help to aid removal in future, or at least give you a chance.



26

Feed the pin through the front leg of the subframe tower, and pass it through the lower arm. Wiggle the pin until it's sat in the right place, then pop the threaded end through the rear leg of the subframe.



27

There is a flat on top of the pin to hold it in place and stop it rotating during operation. Without this lining up, the pin won't seat properly in the subframe.



28

Refit the washer and nut onto the pin, and using a suitable torque wrench, torque it to 33lb.ft /55NM.



29

We're using the fast road tie-rod bush kit, which contains one rubber and one polyurethane bush. It's important to follow the instructions supplied and fit the rubber bush on the inside of the subframe.



30

Next, feed the threaded end of the tie-rod through the hole in the subframe at the front, and connect the other end to the lower arm.



31

Ensure that you fit the bolt that holds the tie-rod to the lower arm with the nut at the bottom. This means that even if the nut comes loose, the bolt can't fall out as easily. Torque the nut and bolt to 19lb.ft/26NM.



32

Refit the bottom ball joint into the lower arm and replace the spring washer and nut. Torque the torque the nut to 40lb.ft/54NM.



33

Put the outer tie-bar bush and cupped washer onto the end of the tie-bar, and fit a new Nyloc nut. It's meant to be torqued to 22lb.ft/30NM, but access prevents this, so tweak them up with a spanner until there is a definite stop when the washer hits the shoulder on the shaft. The hex section in the new tie-rod helps to hold it still.



34

Tighten the tie-bar adjustment locknut as shown – this is rather important as you really don't want it to come undone!



35

Tighten the locknut on the lower arm adjustment mechanism – again, you really don't want this to come undone. Repeat the procedure for the other side.



36

It's folly to go to all this effort without a proper set-up. Unless you're lucky enough to have specialist equipment, you'll need the help of an expert. The relationship between the various parameters can be complex, and a decent set-up can take longer than fitting the actual parts. Nevertheless, it's worth the effort.



# Ask the expert

Your Mini questions answered by Keith Calver.



## SHAKING STOPPERS

**Q** I've got a Mini fitted with 7.9-inch vented disc brakes and four-pot callipers. I know vented discs have their issues, but I'm happy to stick with them for now if possible. They are grooved too. The problem is that the car shakes quite violently under braking. Could my discs be warped? Or is it likely to be something else?

**Jools**

**A** That is generally caused by one of two things. First is, as you have suspected, the discs/callipers. Though it is more likely to be the discs/disc assembly than the callipers, or something to do with the suspension. The discs may have become distorted in use after being machined down. The problem with turning vented disc diameters down from their designed operational diameter is that the majority of the cooling fins between the discs are typically arranged towards the outer edge. Turning the disc down removes the majority of these cooling fins. Plus, the thickness of the disc friction surface tends to be reduced on vented discs to keep them a sensible overall



Surface irregularities between discs and drive flanges can cause brake judder.

thickness, yet allow them to develop favourable heat levels for best performance. The heat generated when braking, especially from high speed or continual sudden applications, is enough to warp the discs.

As for assembly, it's essential that the drive flange to disc mating surfaces areas are as clean and corrosion free as possible. Any surface irregularities in the drive flange or disc mating surfaces will cause imperfect alignment of the disc and calliper/

pad assembly. This will be felt as a juddering/pumping action at the pedal as the disc pushes side to side against the pads/callipers.

If not the brake disc/drive flange assemblies, and presuming the brake pads are of a decent quality and not trashed in some way, it could be deteriorated or poor quality suspension bushes. In particular the tie rod bushes. So carefully inspect these for condition. The popular trend for converting any and all rubber-based suspension bushes with

supposedly longer-lasting and more resilient polyurethane-based alternatives is not always a good choice. Some of these components on offer are not at all suitable, made from basic materials that are not fit for purpose. Those that are fit for purpose material spec-wise tend to be incorrectly dimensioned. Effectively the only proper solution is a rubber bush on the inside of the tie-rod bracket and the polyurethane bush on the outer end. Where inferior or

## Billet filter heads: safe or not?



## BILLET FILTER HEAD

**Q** I'm smartening up my engine bay on my Mini Clubman and I have a braided oil feed hose and a billet filter head to fit. Someone has told me that these aftermarket heads have some kind of valve

missing? What's it for? Will it do any harm to my engine if I don't have one? The car is regularly serviced and only used for shows and weekend use.

**Tiny Tim**

**A** The valve that is missing is a pressure relief valve built into the standard filter heads to cater for a blockage in the filter. The valve ensures a flow of oil to the crankshaft journals and bearings (mains and big ends) in the event of the filter either becoming totally clogged with debris, or failure from collapse. In the case of blockage, this is to allow for those who simply

never - or very rarely - service the engine oil and filter. A sort of 'get you home'. Though anybody that leaves the oil and filter servicing that long deserve all that is coming their way. Up to 30mph the oil feed in that instance is barely sufficient. At a higher road speed, or sustained higher engine rpm over that, the engine is going to be toast anyway. Collapse you can do nothing about aside from use decent quality filters and hope they stand up to their name. I have never seen, experienced, or heard of such an event happening. It's super rare.

This relief valve is not good

news all the way though. The spring pressure is not at all strong. It allows the valve to open at around 7psi. Considering the general hot running oil pressure of an engine is around 25psi at idle and anywhere between 55 and 70psi when driving, that means unfiltered oil is being at the very least constantly trickle fed to the crankshaft and bearings. That is why I recommend blanking this valve off in the standard oil filter heads to all Mini owners. Go ahead, fit the billet filter head and know your crankshaft is only being fed filtered oil.





## BALL JOINTS

**Q** Hoping you have a definitive answer to a question that everyone seems to have an opinion on! How tight should the front hub swivel pins be when correctly shimmed? Should they move easily, or take some effort? And what about the bottom one with the spring in? Should that move by hand when the spring is fitted? Leigh

**A** This is one of those things where experience means everything! Because everybody's strength is different the only, and easiest, way I can explain this is as follows. The swivel pin needs

to be resistive at the build stage so it won't be loose once fitted to the car. As such, I have always used the short length spanner method. I build the swivel pin assembly up so that, with the cup nut torqued down to 75 lb.ft, a reasonable amount of pressure on a short ring spanner, ring end hooked over the pin, will move it. This is with a decent quality grease smeared on the parts. Doing so 'dry' (no grease) is pointless as the joint does not function dry. Torquing the cup nut is essential for consistency. I do this for the bottom sprung assembly as well, but leave the spring out. The spring is fitted on final assembly only.

A warning though – a number of the swivel pin/ball joint

Ball joints always stir plenty of debate.



assemblies available today are pretty damned tragic in quality. There are stand-out obvious ridges in the swivel pin shoulders. As they are (hopefully) hardened in production, trying to seat these properly by grinding

them in is impossible. Consequently, if you're fitting new ones I strongly advise going through the whole tedious process once again after a few hundred miles have been completed.

## "Modifying a small-bore head properly takes a good deal more time than sorting a large-bore head..."

incorrect specification quality materials are used, the components are likely to fail.

One other often overlooked cause of brake judder is failed dampers. The damper is there to control the suspension spring action when encountering surface irregularities (any bump/dip in the road surface). To prevent the spring from bouncing up and down (unloading and absorbing) until the energy initiated by these irregularities dissipates, the damper provides mediation, a 'braking' action. Once the damper fails the wheel is free to bounce up and down. Hitting the brake exacerbates this causing the wheel to hop over these irregularities. This is also felt as a juddering through the brake pedal, so be sure to check your dampers.

fruits of your labours! The 12G940 1275 head thing is eminently possible and much used. However, the issue remains that the valve centres are really not at all best for the bore centres of a small bore engine, and therefore do not give the best squish area. Consequently my recommendation is to use a small-bore head suitably and properly modified. But that could be the issue. Modifying a small-bore head properly takes a good deal more time than sorting a large-bore head, simply because of the tight confines of the ports, and particularly the valve throats. But, and a big 'but', a properly modified small-bore head will pay dividends compared to a slapped-on, cost-cheating large-bore head. In the end, for many,

cost seems to have more influence than what gives best performance. In which case, if you go the 12G940 head route, find the one that has the smallest ports you can find, and go with the smaller inlet valve (33.3mm) version.

## LOCKING BRAKES

**Q** I have a braking problem with my 1996 Mini Sidewalk. I have swapped the rear subframe for a new one recently and replaced the wheel cylinders, but otherwise everything is unchanged and appears to be in good condition. The problem is that the back brakes now lock up and skid while I'm braking. Do you have any idea what could be causing this issue?

Aaron

**A** Usually the first item to investigate when this occurs is the rear wheel cylinders. Over the years the Mini in its numerous guises has had a variety of different bore-size cylinders fitted to work in conjunction with the braking configuration applied. The larger the bore, the greater the braking effect, hence a Mini that should have the smaller bore versions would have way too much braking on the rear when fitted with one of the larger bore varieties. This causes them to lock up. But in your case, your Mini should be fitted with the largest bore wheel cylinder of all – the GWC1102 type, which has 0.750-inch diameter bore.

A 1996 Mini should be fitted with the latest and last braking system that used the servo-mounted master cylinder assembly, feeding a PDWA (Pressure Differential Warning Activator – tells you when one half of the system has failed) that doubles as a partial pressure regulator. This then feeds the front brakes separately from the rear. ➡

## 68MM POWER

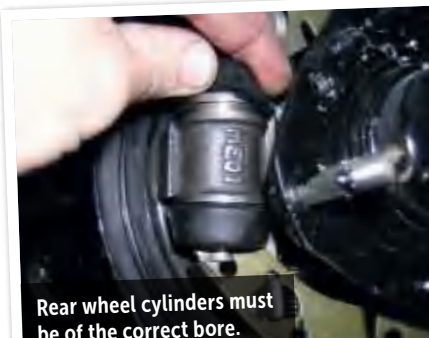
**Q** I've been following Keith's Clubman Estate build with interest. I'm also planning to build a 998 engine with a 68mm bore. Which head would it be best to use? Would it be of benefit to fit a modified 12G940 head rather than a small bore head?

Rozzer

**A** Oooooo... a 998 at 68mm bore... a truly astonishing build. You will definitely enjoy the



Building a 998 motor with 68mm-bore should make for a great little engine.



Rear wheel cylinders must be of the correct bore.



## HEAVY CLUTCH

**Q** My aftermarket lightened flywheel assembly with orange plate is incredibly heavy to use, and keeps breaking the ball off the pre-Verto clutch arm. Why is this happening, and what can be done to help the situation?  
**Ray Atkins**

**A** I may get a heap of flack for saying this – but component quality isn't what it used to be. But I may be getting ahead of myself here. First of all you need to check the set-up and condition of your current assembly. It is essential that all the components integrate correctly, and the smallest amount of wear can make a big difference in performance. And then there are the advised, or selected, components needed for the application.

In terms of set-up, undo and back off the two big nuts (15/16-inch AF) on the outer

end of the clutch plunger. To check the correct operation of the actuating assembly, start with free play check. Disconnect the return spring at the top end of the clutch lever arm to slave cylinder. Get an assistant to take up the 'free play' at the clutch pedal. This is the feeling between the clutch pedal feeling light, and the pedal going 'hard' as it engages the diaphragm. Adjust the arm stop bolt (7/16-in AF bolts and nut) out so it just touches the lump on the clutch arm, then turn it backwards one flat of the hex head of the bolt and lock it in place with the lock nut. Get your assistant to pump the pedal a couple of times, then hold the pedal to the floor. Turn the throw-out stop nut in towards the casing until it touches, then outwards one flat of the hex head. Lock it in place with the lock nut – that's that.

You have stated the assembly is using an 'orange plate'. The

'orange' description is properly used to describe the type of diaphragm spring strength being used. It's nothing to do with the clutch plate itself. This is the heavy duty-type spring used for rally and race use where the engine is developing a serious amount of torque and experiencing situations where a stronger grab on the clutch is necessary. It's typically where either a race engine is developing a decent amount of torque and grip from sticky tyres off the start line, or a rally car that needs good clutch control over rough ground. For a road-used car the engine

needs to be developing a real 95-plus lb.ft of torque to warrant such a strong diaphragm spring.

The point is that moving such a strong spring needs a big effort from the actuating mechanism, but then the original spec BMC/Rover clutch arms didn't have a problem handling this. The clutch arm is just one item on the marked plagued by inferior material spec. Unfortunately there is little the end user (us) can do about that. Advising the near-impossible, I'd suggest trying to find a genuine BMC/Rover arm that's not too badly worn.



Aftermarket Pre-Verto clutch arms can be compromised by the use of inferior material.

This is a split braking system commonly known as a tandem system, with the master cylinder and PDWA activating the front and rear brakes separately so that if one fails, the other still operates. Though it needs stating that trying to stop a Mini on just its rear brakes alone is impossible. The system just gets around the relevant regulations.

Bearing that in mind, it would suggest there is an issue with the front/rear split system. Namely that the fronts are not working properly, if at all. This could be down to how you bled the brakes after fitting the rear subframe and new wheel cylinders. Typically this should be done by bleeding the left rear first, then right rear, then left front, then right front. It needs to be done with relatively slow strokes on the pedal to avoid jamming the PDWA valve up against one end of its bore, which will shut off half the braking system. If you manage to do that, getting the valve to re-centralise is nigh on impossible. So the main question here is – are the front brakes working well, or at all? If not, then the PDWA may well have its valve jammed. The only real way to sort that is fit a new one, or

## "Relatively slow strokes on the brake pedal are needed to avoid jamming the PDWA valve..."

bin the valve and fit an adjustable rear brake pressure regulator into the rear brake feed, and run the front connected directly to the master cylinder.

Without knowing more about any previous modifications to the car, that is about all I can advise given the limited space here.


## STUCK CLUTCH

**Q** Greetings from Seychelles, where I am a subscriber to *Minimag*. I have a 1981 Australian Moke Californian (1275cc) and I am experiencing problems with the clutch. Here in Seychelles we have an 85 per cent humidity rate and when it rains a lot, the clutch pedal won't depress if I haven't used it for days. I need to use a tyre lever against the clutch arm to push it into clutch cover, in spite of having oiled the arm pins. Can you please advise what to do? Is the clutch release bearing/clutch plate the problem and need changing? Thanks in advance, and looking forward to your expert advice.

**Bernard Petit**

**A** The symptoms you describe are those typically of a seized clutch plate. This happens when cars are left unused for long periods in wet weather, damp storage conditions, or, as in your case, high humidity. The water corrodes the clutch plate linings and clutch plate friction surfaces on both flywheel and pressure (back) plate, particularly where cheaper, non-genuine clutch plates have been used. The problem is exacerbated by the friction surfaces being damaged from overly-worn clutch plates. Once the lining wears down past the rivet head level, the rivet heads plough in to the surface, making it grooved. Moisture gets in to these grooves more easily, corroding the friction lining and friction surfaces.

I suggest removing the flywheel and clutch assembly from the engine, then stripping it down for a proper and full examination. It is highly likely that the friction surfaces will be

damaged from just corrosion, with any further grooving from the clutch plate only worsening the issue. These surfaces need re-machining back to a flat, smooth finish. When machining the pressure plate, it is essential the amount removed is recorded, then that recorded amount removed from the three posts' tops to help maintain correct clamping pressure. Although a similar allowance on the flywheel should be made by reconfiguring the drive strap and diaphragm installed heights, in an otherwise standard road engine it is very rare that so much material needs removing to warrant it. And fit a proper, genuine clutch plate! 





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# Products

The latest Mini products

## GT MODEL

£18.99

Corgi is making great use of its Mini Clubman model tooling and has released another 1275 GT, this time a left-hand-drive Dutch version of the orange 1979 press car once seen at MIRA's test track. Some readers may recall a press pic of model 'Saskia' posing with the GT in true '70s style, complete with denim shorts and crash helmet! The model features replica Denovo 12-inch run-flat wheels and gold GT stripes down both sides.

● 01843 233525 ● [www.corgi.co.uk](http://www.corgi.co.uk)

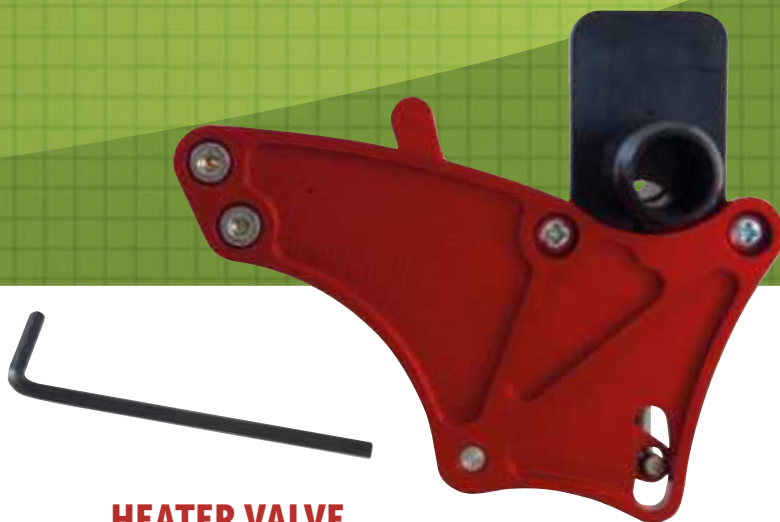


## HOUSE PLAQUES

£22.50 each

With all this Mini parts shopping, help the delivery drivers with one of these custom house number plaques from Sticky Finger Decals. These measure 275mm x 120mm and can be customised with all kinds of numbers, names and messages. There's a choice of colour schemes and wheels, with Mini Clubman, Minivan, Pick-up, estates and shorty variants also possible. They come with stainless steel wall fixings too.

● 02476 346333 ● [www.stickyfingerdecals.com](http://www.stickyfingerdecals.com)



## HEATER VALVE

£42, £60 - with heater tap

Add a splash of colour to your engine bay with a RetroSport heater tap assembly from DSN Classics. This replaces the standard heater tap bracket found on 1987-1997 cars, once the cylinder head-mounted heater tap was changed to an in-line type. The bracket comes with or without the plastic heater tap, so you can simply upgrade your existing set-up or go for a completely new assembly and save the original unit. The choice of anodised colours includes red, silver, black and blue.

● 01953 455551 ● [www.dsnclassics.co.uk](http://www.dsnclassics.co.uk)



## KENWOOD HEAD UNIT

£54.99

Kenwood's new single-DIN CD receiver boasts an impressive spec that defies its price tag. Android users can plug in via the front USB port to play audio files direct from a compatible phone or tablet, there's a pair of pre-outs to connect up an aftermarket amplifier, and an on-board amplifier capable of 50w x 4 maximum output.

● 0208 208 7503 ● [www.kenwood-electronics.co.uk](http://www.kenwood-electronics.co.uk)

## REAR SUBFRAME TRUNNION

£15.30 each

1976-onwards Minis used a pair of these larger mounting trunnions on the front of the rear subframe. Here's a new replacement part from Mini Spares that costs less than half that of the genuine version. It's said to look identical but the part number is different - 21A2558MS. You'll require a single bush for each side, either in standard-compound rubber or firmer polyurethane.

● 01707 607700 ● [www.minispares.com](http://www.minispares.com)







## TYRE PYROMETER

£359.99

You'd need to be a pretty serious trackday goer or racer to need one of these, a pyrometer to test tyre and brake temperatures (with an extra sensor) of your Mini. This particular unit can record three separate temperatures across the width of each tyre and store up to 10 sets at a time. It allows you to see exactly how each tyre is warming up on track to carefully adjust suspension geometry or driving style and improve lap times. Obviously a technically-minded user is also required!

● 01268 764411 ● [www.bg-racing.co.uk](http://www.bg-racing.co.uk)



## VERTICAL-LIFT HINGES

£125 pair

After much development work, Minivation has now developed a vertical-lift bonnet hinge kit for MkI and MkII Minis ('59-'69), enabling the owners of early cars to lift the bonnet right up and out of the way. These are machined from stainless steel for longevity and also feature a pressurised gas strut to hold the bonnet up, just like many modern cars. Thankfully no drilling or body mods are required.

● 07921 827573 ● [www.minivation.net](http://www.minivation.net)



## HISTORIC MIRROR BRACKETS

£20 each

Most classic bullet-style mirrors were originally designed to fit on the front wings, so bolting them directly to a Mini's doors makes decent visibility a thing of the past. On historic racers that's even more dangerous, so many competitors run with lightweight aluminium mounts like these from MED Engineering. These laser-cut brackets come anodised in black or silver and suit all Minis.

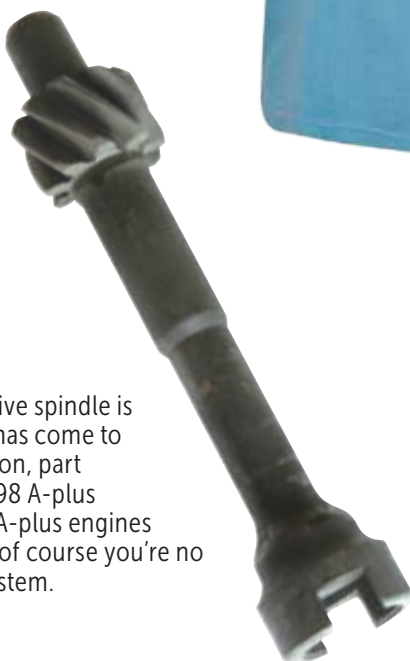
● 01455 618464  
● [www.med-engineering.co.uk](http://www.med-engineering.co.uk)

## DISTRIBUTOR DRIVE

£78

The original A-plus engine's distributor drive spindle is now obsolete, so once again Mini Spares has come to the rescue with its own replacement version, part number 12G3560. This is suitable for all 998 A-plus engines, from 1981 onwards, and 1275cc A-plus engines with a 12H prefix engine numbers, unless of course you're no longer using a distributor-type ignition system.

● 01707 607700 ● [www.minispares.com](http://www.minispares.com)



## MINI 7 CLOTHING

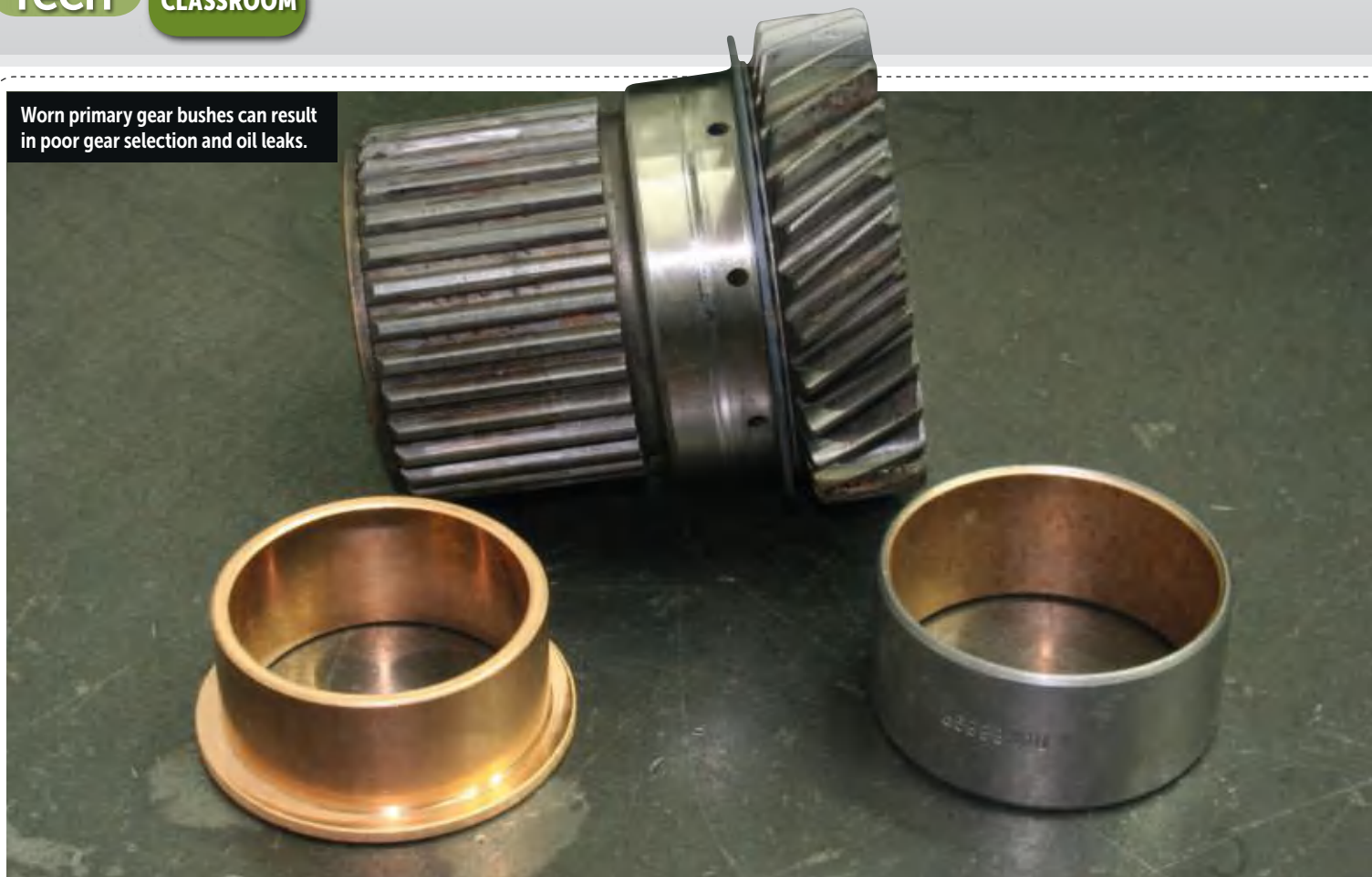
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To celebrate the 50th anniversary of the Mini 7 Racing Club, there's a new range of branded clothing and merchandise available with the club's current logo or the original 'retro' design. There's all sorts on offer, from mugs and teddies through to back packs and quilted jackets. You can even get a complete waterproof rain suit, which may come in handy for the British summer.

● 01908 221666  
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Worn primary gear bushes can result in poor gear selection and oil leaks.



## CALVER'S CLASSROOM

### PRIMARY GEAR BUSH REPLACEMENT

Keith switches his attentions to primary gear bush replacement and how to best deal with it.

I know I've mentioned this before, but it's almost as if swathes of the entire Mini fraternity are all doing the same jobs at the same time. The recent articles on setting idler and primary gear end float were both prompted by questions from enthusiasts in the middle of various engine and gearbox-related tasks, and this month I'm looking at another topical subject – primary gear bush replacement.

From personal experience as well as external enquiries, good used items are

knowing what is involved will arm you with sufficient knowledge to avoid being misguided by an engineering company.

From the outset, I want to emphasise that this is my own personal way of dealing with primary gear re-bushing, methods I've found to be entirely successful. Others will have alternative and equally successful ways of effecting primary gear bush replacement. I simply offer this information in the face of there being absolutely none offered by the regular manuals. And

**"It seems that badly-worn, baggy-on-the-shaft gears with broken rear bushes are becoming the norm..."**

extremely rare, and new ones pretty costly.

Rather than being an exception, it seems that badly-worn, baggy-on-the-shaft gears with broken rear bushes are becoming the norm. This is typically caused on later units by atrocious end-float setting at the factory when new. Even if you cannot carry out the whole of the process at home yourself,

though the really early 850 Minis had different sized bushes - known as the 'Deva bush' set-up - the principles are the same.

#### JARGON BUSTING

Terminology first – which bush is which. This has caused some confusion in many conversations I have had with folks on this



#### KEITH CALVER

Keith has been *Mini Magazine's* tech expert since we launched in 1996. Keith's Mini CV speaks for itself: he joined the motorsport scene as a Miglia competitor in 1978, before a five-year stint at the Mini Spares Centre (London) in the early '80s. Now independent, Keith builds race engines for numerous disciplines. His 1275 GT race car and sharing his vast amount of Mini knowledge are also main focuses.

subject. The front bush is the one nearest the engine block, the rear bush is the top-hat shaped one nearest the flywheel. This is because the front of the engine is actually at the coolant pump end, established when all engines were in-line (north-south), where the cooling fan mounted to the coolant



Removing the old bushes is easy.



Front bush needs pushing in to the correct depth.



pump was closest to the front of the vehicle. The rear bush is the same on all primary gears irrespective of engine capacity, small and large-bore engines alike. The front bush, however, is different. The small-bore item is smaller in diameter as the crankshaft tail is parallel. The large-bore crankshaft steps up in size adjacent to number three (rear) main journal for increased strength. Whether the bushes need replacing is a case

they've been spinning in the gear and may well have damaged the bush housing. It would be very foolish to reuse a gear that has suffered this failure unless handled by a very experienced engineer. The only way to reuse it would be to have it accurately bore-ground then have a special bush made up. This would be very costly if you do not have a friend or connection to do it 'on the cheap'. However, don't despair if it's the

pressed in squarely, with the emphasis on pressed. Beating a bush to death in an attempt to fit it will neither ensure a square fit nor be good for the its health, especially the rear one. The original oil-lite type material is very brittle and is easy to break. Only use bearing fit compound if the housing looks scuffed and damaged in areas after cleaning up. Ease the front bush into position, so the outer edge of the bush is just adjacent to the inner edge of the chamfer that can be seen around the outer housing edge. Pushing it in further will cover the oil holes that allow a little lubrication to reach the bush while the engine is static. The holes also fling excess oil away when running to prevent it getting through to the clutch.

Now the hard bit – the bushes absolutely must be machined/honed to the correct size. Preferably they should be align-bored since they run concentrically on a common shaft centreline. To set this up in a lathe and get the machining done requires some specific equipment. A four-jaw chuck is the best way of locating the gear as the clutch spline count is divisible by four, so the jaws will clamp evenly on them. Using a pair of dial gauges suitably positioned it's possible to very accurately set the gear to be

**“Beating a bush to death in an attempt to fit it will neither ensure a square fit nor be good for the its health...”**

of accurate measurement. Running clearances are in the accompanying table over the page.

### BUSH REMOVAL

The easiest way to remove the old bushes is to use a die-grinder or similar to carefully grind through them along the bore length. Take great care not to grind into the bush housings though – a slight mark is not a problem, but big troughs are a no-go! The bushes are then very easy to pull out. If the bushes fall out, that's bad news – it means

only one you have or it's a cherished 'straight-cut' one. A solution is offered further on.

### BUSH FITTING

Before fitting the new bushes, make sure the housings are clean, smooth, and free of any protruding marks. I use a fine-grit flap wheel used very lightly. These things can re-bore the housing if you're too heavy-handed though. If not confident, simply use fine-grit abrasive cloth/tape/Wet 'n' Dry by hand. Note that the bushes need to be

Very careful set-up is needed to ensure concentricity.



Bushes are machined using boring tool that will reach both bushes.





Tight tolerances require careful, accurate measurement.



perfectly centered. The bushes can then be bored to the required size without disturbing the gear. Doing one bush then hoping to take it out and turn it around to

do the other will cause heartache. The only place you can now grip it on is the drive teeth. Setting up the gear square gripped on these and ensuring concentricity is a very



Floating bushes can only be used where the oil holes exit in the trough behind the bush journal. These do not. Exiting on the edge turns the holes in a machine tool and will destroy the floating bush.


Floating bush is a slide fit, negating the need for boring to size.



painfully slow and difficult process. Get a quote from the machine shop before getting the work done. My man George Laycock charges £40 to do the job, so basically an hour's worth of labour.

### SAVING DAMAGED GEARS

Now for rescuing gears that have had bushes spinning in them. A solution from one of my best mates has been to make a fully floating front bush. This has been so successful, I have often used it on race engines I have built to eradicate the possibility of the bush grabbing and spinning in the first place.

For badly-damaged gears, the gear is simply bore-ground to a bigger size, ending in a slight internal step near where the original bush inner end finished to 'retain' the bush (thus stopping it floating out towards the flywheel end too far and covering the oil holes). A bronze bush is then made giving a light slide fit in the gear and a 0.003-inch clearance on the crankshaft journal. 

## RUNNING CLEARANCES

### FINISHED SIZES OF THE BUSHES FOR ROAD USE:

SMALL-BORE	front bush 1.503-inch +0.002-inch/-0.0-inch, same for rear bush.
LARGE-BORE	front bush 1.628-inch +0.002-inch/-0.0-inch, rear bush 1.503-inch +0.002-inch/-0.0-inch

### FINISHED SIZES OF THE BUSHES FOR RACE USE:

SMALL-BORE	front bush 1.506-inch +0.002-inch/-0.0-inch, rear bush 1.504-inch +0.001-inch/-0.0-inch
LARGE-BORE	front bush 1.631-inch +0.002-inch/-0.0-inch, rear bush 1.504-inch +0.001-inch/-0.0-inch

**NOTE:** These figures are based on the crankshaft surfaces where the primary gear runs being 'as new' in size. If the crankshaft is well used and shows signs of wear in these areas, carefully measure the journal diameters with a micrometer. To the figures gained allow a running tolerance of 0.003-inch +0.002-inch/-0.0-inch for road use on both bushes, and 0.006-inch +0.002-inch/-0.0-inch on the front bush, 0.004-inch +0.001-inch/-0.0-inch on the rear bush for race use.



Standard gears have the holes exiting into that trough.





# mitp

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**Keith Calver**  
Minimag Tech Expert

**MINI LIFE** Started out as 'a hand with the spanners' to my cousin Peter who'd just started racing in Mini Miglias. Spent fortunes at Mini Spares Centre building a couple of Miglias before joining the company for 5 years. During my 'Mini Life' I've had everything on the road from bog standard 850s to Monstrous 1600s and every conceivable variation you can imagine in between.

**MINI SPEC** Clubman shell undergoing a serious diet. Initial engine will be 1380, trying out one of Swiftune's DC5 crank, rods and pistons kit in a block prepped and raced by Swiftune at Goodwood in the DART that Nick drove to an excellent win. Cam will be a Graham Russell 308 full race cam using bigger diameter cam followers. New spec cylinder head done, 1.5 ratio MED roller tip rockers with 'W' shaped posts for extra valve train rigidity, MSC competition push rods. Starting season on a Weber 45DCOE on MSC five-inch inlet manifold. MSC Clubman straight-cut or MBE Race Engineering dog box, MSC EVO drop gears and LSD, AVO dampers, 8.4-inch slotted discs, MSC four-pot aluminium callipers, Mintex F4R pads, 6 x12-inch MB split rims, Yokohama A048R tyres.

**MINI SPEC**  
1275 GT Racer  
1990 Mini City  
1985 Ol' Red  
1973 Clubman  
1989 Mini City E



Beautifully re-ground camshaft. Superb finish.

# Building blocks

The short engine block for the Clubby finally comes together.

**W**ith the gearbox casing I'd earmarked for the Clubby suffering from a cracked and trashed sump plug hole and thread, I considered stripping down another 'box to use. But as the idler thrust face was so good, I went with repairing it instead. After a thorough wash off in my newly-installed Safety Kleen parts washer to get rid as much oil impregnation as possible, I whisked it round the corner to my ally welding buddies, Rallysport Developments. I didn't do anything more than clean it as I thought it better to let them decide how to approach the repair. Leaving it with them, I returned to the unit to get on with the final short engine build.

Having completed the trial build to sort clearances and tolerances, I had the piston crowns topped a small amount to keep them away from the head gasket fire ring. The new spec camshaft turned up from my mate Graham Russell in Australia in timely fashion too, so all

was starting to come together at last. A set of standard-type cam followers had their faces reground to ensure the correct perfect profile for maximum spin ready for installation once the head is completed. I will be using my trusty vernier adjustable belt-type cam drive kit initially as the engine is going on my mate Darren Snelling's dyno for running in and set-up. I want to try several set-ups – a single SU (not sure what size yet), a down-draught 44 IDF Weber and one of Specialist Components' beautiful single throttle bodies with full electronics. The latter is a real stride forward for me, but I want to do a real comparative test, not just on the dyno, but on the road as well.

A short while later Chris from RSD popped in with the welded-up box. What a top job! He'd removed the

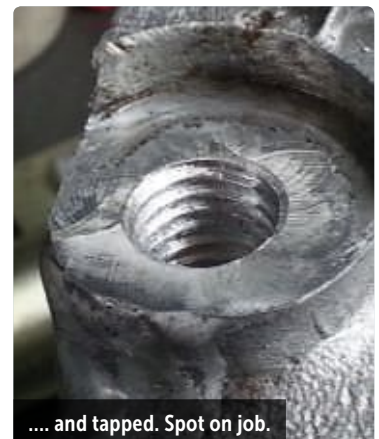
awfully fitted Helicoil, ground out the crack a bit, then fill-welded the whole sump plug hole! With my newly-bought lathe and mill still not operational due to staggering incompetence from a local electrical components supplier, I zoomed over to another local specialist friend, George Laycock. He spot-faced the weld for a clean, flat surface for the sealing copper washer to sit against, and was kind enough to drill me a pilot hole for tapping the thread in. That done, I could rebuild the box. Well almost. A sanity check saw me ordering up a Mini Spares bushed planet wheel and hardened diff pin kit, only to be foxed by one of the planet wheels being AWOL. A flurry of e-mails were exchanged, and the missing planet wheel was put in the post. Now, back to the cylinder head... 



Trashed sump plug hole welded up....



... spot faced and drilled...



.... and tapped. Spot on job.

## To do list

1. Cylinder head. Get it done!
2. Sort diff build when missing bit turns up.
3. Get it all strapped together.





**Jeff Ruggles**  
Editor

**MINI LIFE** I'll run out of fingers and toes if I try and count all the Minis I've had. I love to spend all my spare time working on them, although progress can be tricky as my lock-up is 200 miles away from where I live!

**MINI SPEC** I currently own seven Minis in various states of repair. Currently only a couple are road legal, although I'm working hard to change all that!

**MINIS OWNED**  
1995 Sidewalk



1994 Mini Sprite



1970 1275 GT



1971 Mini 850  
1972 Mini 1275 GT  
1972 Innocenti  
Mini 1001  
1991 Mini Mayfair



The City is right-hand-drive. Just the UK plates left to fit now.



## View from the other side

The City is converted to RHD, but it's bad news for the Mayfair's engine.

**G**ood news and bad news this month. And being a positive kind of chap, I'm starting with the good. Following the news that the Italian Mini City we recently bought from eBay had passed its maiden MoT, contributors Alex and Suzy Kinsman offered their help in switching it from left-hand-drive to right-hand-drive in preparation for life here in the UK.

Rather ambitiously, we aimed to perform the swap in just a single day, and that would include driving it from

Bath to Alex's workshop near Bridgwater, then hopefully sitting on the other side to drive it back. You can read about the full trials and tribulations of this in a special tech feature next month, but suffice to say it all went rather well. The biggest problem was a stripped thread in the PDWA valve on the bulkhead when fitting new brake pipes, but fortunately Alex had a second-hand one that could be fitted instead.

The only other issue was entirely down to my own stupidity. We'd been

through everything several times to check it was all tight, but although I'd nipped up the steering rack U-bolts, they weren't nearly tight enough. I didn't realise this until several miles into my trip home, so I made an emergency drive into the nearest Tesco three minutes before closure to buy the world's cheapest and nastiest socket set. And a half-price chocolate selection box. I figured the latter might be good sustenance if I got stranded...

Fortunately the socket set did the job, and once I've found a proper brown moulded carpet to suit a right-hand-drive car, the work will be undetectable. Meanwhile the DVLA has issued a proper UK V5, meaning the car will wear an age-related 'C' registration just as soon as the new numberplates I've ordered finally decide to arrive.

So that's the good news, and now for the bad. You may recall that the 1275 engine I fitted to my Mini Mayfair turned out to be a bit of dud, with poor compression. Our tech guru Keith had kindly offered to give it the once over, and I was hopeful that it wouldn't require all that much to put it right. True to form though, I was dreaming.

The motor would prove to be a prime exhibit for the museum of second-hand



Alex gets to work, while Jeff tries to look busy.

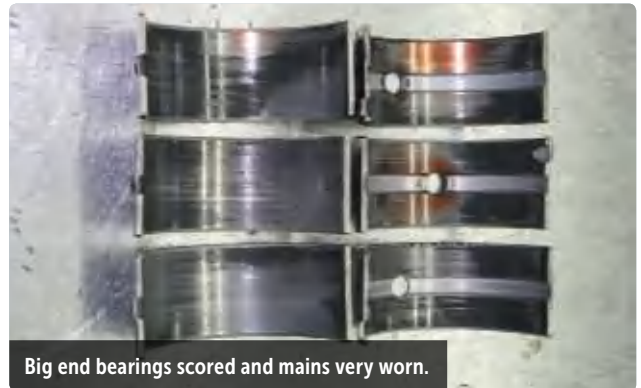




After 31 years, the City is now right-hand-drive.



Plenty of rust evident in the 1275 block for the Mayfair.



Big end bearings scored and mains very worn.



Pistons looking rather stained.



Saburo from Turtle Trading with the Sprite.



I'm loving the style of those graphics...



One of the awesome race cars at Tsukuba.


## "The motor would prove to be a prime exhibit for the museum of second-hand engine atrocities..."

engine atrocities. And this one was the Diplodocus in the entrance hall. Not only was the whole clutch mechanism badly corroded and partially seized, the flywheel was all but hanging off. The bores were also very corroded, the pistons stained by excessive blow-by, the big end bearing scored and the main bearings worn through to the copper. The cam lobes were scuffed and worn too, and the followers quite pitted. All this was caused by a total lack of servicing. I'm glad I didn't use the car for a long European roadtrip now...

Mercifully, the gearbox was slightly better. It had been rebuilt in the past, and other than a worn selector fork and a couple of knackered baulk rings, the rest will go again quite happily. The crankshaft from the old engine was also good to go again, which I was delighted to hear. Well, I was until Keith rang me a

few days later to say he had another look and it would need a re-grind. Ho hum.

So what began as a cheap power boost has evolved into a proper job. With that in mind I sourced some new piston rings from MED for the cast Omegas that will be fitted, and I've also sent a Swiftune SW5 cam up to Keith. The rest of the parts will follow suit shortly, just as soon as my wallet recovers from the excesses of the festive period.

In the meantime, there's just the small matter of putting the rest of the car back together. I'm still not sure on the final look, but once again Japan is providing plenty of inspiration. Fellow Bath resident Saburo from Turtle Trading recently popped round to pick up some magazines, and gave me some photographs from his recent trip to Japan. I expect a few of the styling cues may well get borrowed for my car... 



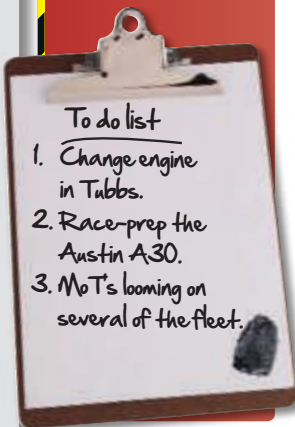


**Alex Kinsman**  
Contributor

**MINI LIFE** The first car I ever rode in, at six days old, was a modified Mkl Elf. I grew up with Minis, met my wife at a Mini show in Florida, and married into Minis Unlimited. We then moved to a bigger house and rented an industrial unit so we could enlarge our collection further.

**MINI SPEC** Named after the character in 'League of Gentlemen', Tubbs is the ginger step-child of the fleet. Abused and neglected, she is a hotch-potch of parts thrown together and generally only gets any attention when she chucks a strop and goes wrong.

**MINIS OWNED**  
1985 City E  
15 others in assorted conditions...



The Works Woody is now fitted with development Minivation bonnet hinges.



## Flying visit

Six days, five airports and one Mini as Alex bids farewell to a great enthusiast.

**W**e all know the big names that make up the Mini's story – Issigonis, Moulton, Daniels, Cooper et al – but we mustn't forget the impact of the quiet but ever-present enthusiast. Though relatively few people this side of the Atlantic (outside of the Moke fraternity) will have heard of Robin Jones, a.k.a. ZippythePinhead, his standing in the North American Mini world shouldn't be underestimated.

People all over America and Canada are full of tales involving Robin, a Mini show, his Moke or some kind of Mini-related fun, and it often included an adult beverage or two as he was the go-to-engineer for anyone running a bottling plant. I last raised a joyful beer with him while loitering in the parking lot at Mini Meet East last June, so it was with a heavy heart that I boarded a plane to attend his memorial service.

Six airports and a seven-hour 400-mile round trip in a Mini squeezed into a five-day weekend meant this was hardly a leisurely trip, but I managed to get a healthy dose of Mini activity in and caught up with a bunch of friends. As ever I stayed with my good friends Paul and Sue Strieby, and was allowed to borrow their Works support Woody for the weekend – in return

for helping to fit the development LHD Mkl Minivation bonnet hinges.

The drive across Ohio from Dayton to North Royalton and back isn't the most inspiring trip I've ever been on – Upstate New York and especially Vermont have many more Mini-esque roads – but the autumn leaves were turning, it was unseasonably warm, and it was still miles better than being at work. Robin went out in style, with a well-attended ceremony that he presided over from a chequer-plate casket! Only a true petrolhead would have such a thing.

On the way back south, we stopped off at COMO (Central Ohio Mini Owners) stalwarts Tom and Tami Christ, as Tom wanted me to have a look at a couple of gearboxes. One had just come out of a car, and the other had been kicking about under a bench for about 30 years. Never having stripped a 'box before, Tom wanted a second pair of eyes to see if anything was wrong with them. The short version is one had a good casing, the other had good gears. Rolling up my sleeves and donning a pair of borrowed overalls, we stripped

Robin and I at the IMM in Kent in 2014. Much cider was consumed...







Not quite Betty, and the American interpretation of the Union Flag wasn't quite right, but it was like a little bit of home.



Rather an interesting Longman-engined spaceframe racecar lurks in Tom's garage.




Three blokes, a random bunch of tools, wives looking the other way and suddenly the gearbox is in bits...

## "I'd never started an engine on the floor before..."

the first 'box as a learning exercise – Sue and Tami hadn't realised what we were up to so there was more than a little eye-rolling and "I can't believe you're doing that" as we tinkered away. Having been inspired by how relatively quick and easy it is to strip a 'box, Tom figured he'd do the second one at his leisure.

Since my last visit in the summer, Paul had been bolting bits back onto Dolly, the '62 Countryman that I'd spent a week welding up, turning it into a rolling shell ready for the journey to its new owner. The last piece of the jigsaw was to prove that the old engine from Paul's Hornet still had good oil pressure, and that the new old stock Gold Seal gearbox it had been bolted to worked properly. I'd never started an engine on the floor before, so it was a learning experience for me too. Other than being

loud, and unable to run for more than a few seconds at a time as we didn't have the cooling system hooked up, it was a lot less dramatic than I thought it would be. I'm sure if you revved the nuts off it then it would try and fall over, but sitting there ticking over it was just fine.

As we were packing away the gear used to start the engine so we could go get beer and pizza at the Mini Club meeting, Tom turned up with the second gearbox in the back of his car. Leisurely turned out to be straight away, but he wanted a second viewing of removing the mainshaft first. In proper redneck style we did it there and then on the driveway! 



Dolly back on her wheels, ready to go off to live with Dean 'Dooderwear' Wilhite.



The obligatory engine bay shot with Robin, taken during the rebuild of his beloved Moke.



Have running engine... looking for car to put it in...





**Ryan Cowley**  
Contributor  
restoremymini.co.uk

**MINI LIFE** I bought my first Mini aged 14 and have owned plenty since! I've done the club and show thing, and now I'm currently competing in the Mighty Minis championship as well as working on and restoring Minis for a living.

**MINI SPEC** 1990s Mini Cooper SPi built to Mighty Minis regulations, usual safety requirement such as cage, fire extinguisher etc. Minimal mechanical modifications permitted.

#### MINIS OWNED

1994 Mini Cooper  
1982 Mini Pick-up

Ryan with his Mini at the Autosport show.



Posh new Pro-bolt fixings.

## The in crowd

Ryan's colourful racer shares the limelight at the Autosport show.

Things have been quiet for the last couple of months on the Mighty Mini front, and with no racing and no testing I've not had much to do since my completed racer made its track debut at Castle Combe in September. I'd planned to join some fellow Mighty drivers on a trackday at Donington in December, but changed my mind when I received a call from Rodger Tello, who runs the Mighty Minis, asking if I could display my car at the Autosport International show. It would have been just my luck to prang it if I had done the trackday!


With Christmas out of the way I set about getting the car ready for its appearance at the NEC. It was to be displayed on the British Automobile Racing Club stand, and as BARC is the organising club for the British Touring Car Championship, I didn't want the Mini to be potentially

shown up when parked next to a touring car! So I compiled a list of jobs and set to, with the first task to finally paint a passenger side mirror. Somehow when I painted the car last year I ended up painting two offside mirrors instead of a pair!

While I was at it, I gave the rest of the body a quick buff with some G3 compound and a rotary polisher, which made light work of removing the slight graze on the wing from Combe. The passenger seat and harness were removed, while the second nearside door bar went back on. Elsewhere, new stainless steel panel springs on the boot and bonnet replaced the tatty used ones, and I've also started replacing some fixings with trick Pro-bolt alloy bolts. This was completely pointless, but they do look good and I can see them becoming a bit addictive! The last touch were some stickers on the roof

to promote my new Facebook page – search for 'Restore my Mini Racing'.

Autosport was an enjoyable four days chatting to current, new and potential drivers and just talking Minis in general. The Mighty seemed to go down well, and had a steady flow of people taking pictures and posing with it all weekend. I now need to get a few mechanical jobs out of the way before the start of the race season at the end of March. The opening rounds are supporting the truck racing in front of around 20,000 people, so no pressure!

In other news, my Pick-up project has gone to a new owner. I finally realised that I was never going to have time to do it, and I need the space in the unit more than I need another project car. Mind you, with a healthy wedge of cash and a Mini-shaped hole to fill, I wonder how long that will stay the case... 

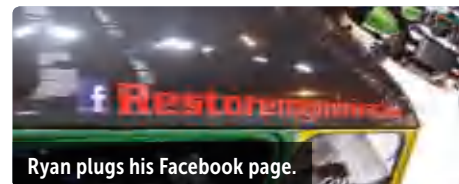
The Pick-up, or rather what's left of it, has been sold on.



#### To do list

1. Corner weight set-up.
2. Remove flywheel for ignition timing change.
3. Remove cylinder head and send to engine builder for remedial work.

Ryan plugs his Facebook page.



'Miniton' stickers to suit the colour scheme.







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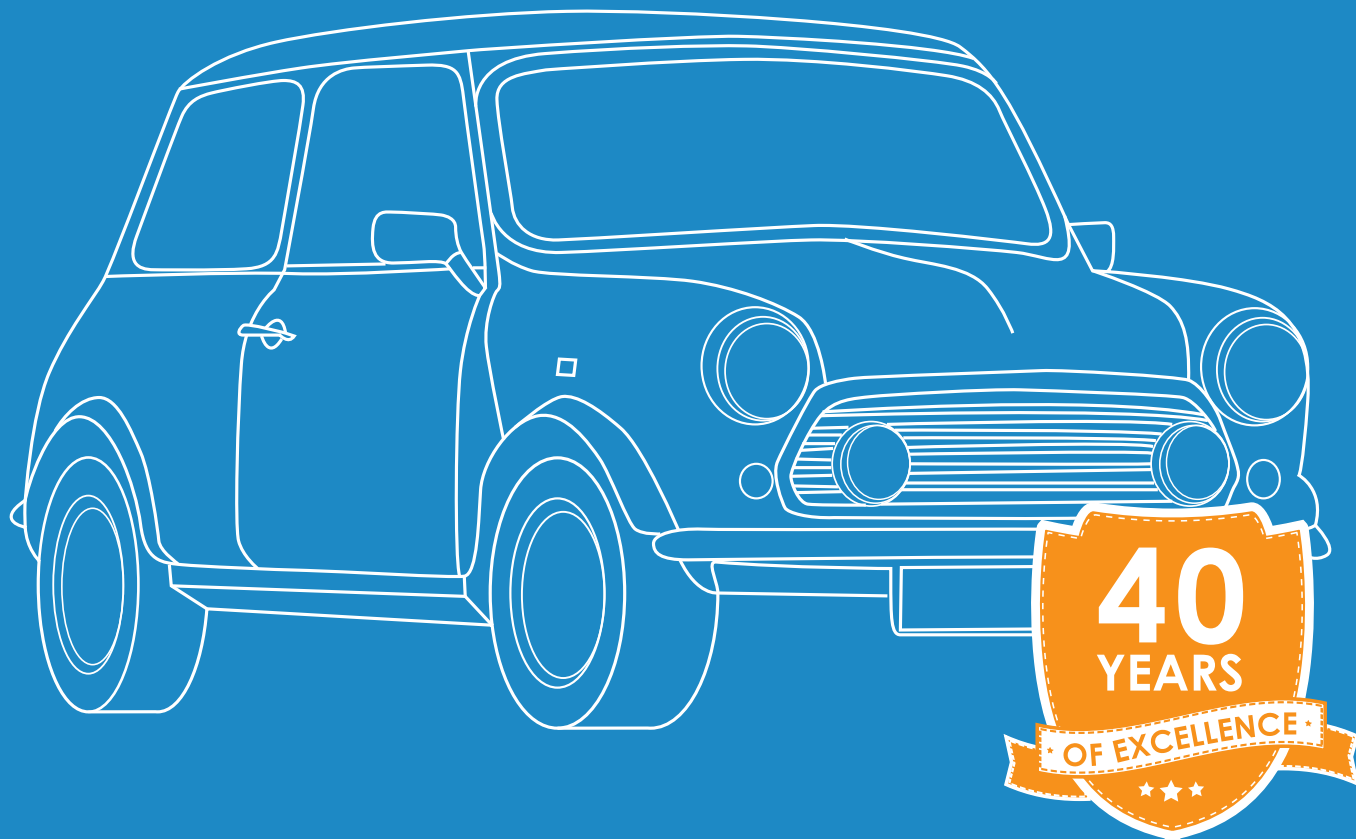


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## MINI

### 1275 GTS



**1976, £8,750.** South African Import, nice condition. Good Yoko tyres very rare model in the UK. Recently MoT'd. All duties paid with Nova paperwork to register in the UK, easy process. Shropshire. 01952 825013

### 1275 MAYFAIR



**1994, 78,000 miles, £3,000.** Sound body and engine. Comes with additional refurbished set of Minilite alloys. Excellent condition, Monochrome leather seats. MoT August 2016. Sussex. 07961 048429 (SN)

### 35



**60,000 miles, £5,500.** In stunning condition, totally original interior, Limited Edition 35, driven frequently, good runner, MoT till August 2016, excellent condition. West Yorkshire. 07896 070053

### CITY 850



**1979, £Offers around £2,500.** 6 months MoT just done 100k comprehensive service history over 36 years, three sets of keys been in our family for five years. Kent. 07748 471115 (SN)

### CLUBMAN



**1979, £5,200.** 600 miles since complete restoration. Too much to list. Call for full details. Kent. 020 8306 3033 (PB)

## COOPER



**1997, 28,000 miles, £6,200.** Standard except for new 5J rims & Yokohama tyres (have originals), cat back sports exhaust, smoother ride suspension. Aberdeenshire. 07770 748688

## COOPER



**1998, £3,750 ono.** Mpi on a cat D but only minor boot damage, MoT'd till May16, good bodywork for the year, wheels and tyres very good, needs headlining and a couple of minor jobs, seat and interior good too, new dash in carbon-fibre. hasey18@live.co.uk (MC)

## COOPER 1275



**1991, 47,000 miles, £4,000.** Black with white top. MoT 06/16. Cobra red leather interior with walnut dash. Stainless steel exhaust, alloy wheels. Clean inside and out, many new parts fitted. Essex. 07974 308876 (SN)

## COOPER 1275



**1998, 58,700 miles, £4,950.** Year's MoT, Nightfire red, white roof, full chrome pack, very original inside and out, leather/cloth seats, walnut dash, alarm, immobiliser, very good condition. Essex. 01255 818084

## COOPER

**£2,500 ono.** 4 new tyres. No rust, good runner, long M.o.T. Recently restored. jessica\_faith@hotmail.co.uk

## COOPER S WORKS



**72,000 miles, £7,995 ONO.** (90BHP) NUMBER 007 of last 50 SWorks produced inc HAND SIGNED validation plaque by JOHN COOPER himself. Anthracite/Silver, leather interior, FSH, MoT Jun'16, Just serviced. Baby forces sale. Hereford. 07901 674392

## COOPER SPORTSPACK



**1998, £4,950.** Rare surf blue. Full front end rebuild and respray. Long MoT. Full leather interior. Looks stunning. Walnut dash and door caps. Dry stored for last 5 years. West Midlands. 07817 029177 (PB)

## EQUINOX



**1996, 47,000 miles, £3,750 ono.** Limited edition only 250 made, very good condition, MoT April 2016, recent service, some service history, some restoration done 4 years ago, new battery, Sorn. Essex. 07538 885985

## JOHN COOPER SPORT



**1999, 95,500 miles, £5,000 ono.** 1 year MoT. Lady owner. Regularly serviced. 4 new tyres. Full MoT and service history. Sun roof. new clutch. Kent. 01732 844593 (PB)

## MAYFAIR



**1993, £3,995.** Mechanic maintained. Just fitted brand new engine 1293cc stage 3. MoT. A little tidying on body work required. Good solid car. Lancashire. 07763 909322 (PB)

## MAYFAIR



**1986, £3,450.** White, back folding roof, recent restoration including engine, carbs, bushes and a respray. Looks and drives almost like new. To view and be impressed, call. Herts. 01923 681596

## MAYFAIR



**1989, £2,200.** 998, stage 1 kit, runs well, new clutch. Hi-Lo's with KYB dampers. Rollbar, New door cards, furnishings & carpet. Body good condition, except bubbling on A panels & around lower windscreen. No MoT. Cambridge. 07870 628837 (SN)

## MAYFAIR 1275



**1995, 28,750 miles, £4,250 ono.** Automatic. Owned by my mother since 1999, now stopped driving. Generally very good condition. MoT expires in November. Hitchin. 07986 472935 (SN)

## MAYFAIR AUTOMATIC

**1993, 18,300 miles, £5,500.** Rover Mayfair Auto 1275cc, RHD, 3 proud owners. Flame red, 11 months MoT, dry stored. Cover, excellent original condition. Features include: Stereo, pristine interior, Minilite wheels and original manuals. Guaranteed head turner. East Sussex. 07787 554614 (SN)



## MAYFAIR AUTO



**1985, 28,000 miles, £2,750 ovno.** Targa red, 1 year's MoT, with full service history with all MoT certificates from new, great car, Berkshire. 07932 527953 or 01628 829441

## MINI

**46,349 miles, £3,000.** One previous owner. Heritage certificate and original buff log book. Requires complete restoration and various parts missing. Requires viewing to make your own decision. 07969 318761

## MINI



**1969, 46,000 miles, £6,500.** Rare automatic. Lovingly maintained and restored for past 27 years. Wonderful condition for its age. Over 85% original. MoT till August 2016. Phone for more details and photographs. Swansea. 01792 233682 (PB)

## MINI



**1986, £7,000.** British racing green Mini, MoT for twelve months, great condition, complete re spray. New sub frame radio and electrics, runs well and lovely looking, Hampshire. 07909 924262 (SN)

## MINI 30 ANNIVERSARY



**95,000 miles, £3,750.** 1959-1989 998cc. Half leather, Minilite alloys. Full MoT. Sunroof. Always garaged. Original showroom brochure. Somerset. 07935 869902 (RB)

## MINI 30 AUTOMATIC

**1990, 45,000 miles, £1,995 ono.** 998cc. Original black leather interior. Mini Lite wheels, Tracker system 5 years. Colour burgundy. Dry stored since 2009. Rust on drivers door and near offside headlamp. Hertfordshire. 07711 633914 (PB)

## MINI 40



**1999, 69,000 miles, £4,995 ono.** Red. 2 owners, 4 and 12 years. With all MoTs. Good tyres. 6 months MoT. Reliable. Needs very slight tlc. Cardiff. 029 2069 3628 (PB)

## MINI AUTOMATIC



**1988, 39,000 miles, £3,000 offers.** Long MoT, history, sound car, running well, details and photos available. Bedfordshire. 01234 213871

## MINI CITY E

**1987, £Offers.** Comes with three engines, also rebuilt and resprayed. Two sets of Minilites and tyres, discs front and Superfins on rear, walnut dash, all parts included to complete. Serious offers only. Barnstaple. 07917 529050

## MINI COLLECTION

**Various, £Offers.** (4). 1969 850, 1971 998, 1971 998, 1991 998, I have 2, white 1 blue and 1 red, the 1971 white needs body work, Suffolk. 01728 724205

## MINI COOPER MK II



**1968, £7,000 ono.** Ideal winter project. Standing since 2001. Correct numbers. Heritage certificate. Herefordshire. 07702 933547 (RB)

## MINI COOPER SPORT



**1999, £3,995.** British Racing Green. Cooper decals. In outstanding condition. Fully serviced by mechanic owner. Recent tyres, exhaust, MoT. Ring for more info, can deliver. Lancashire. 07927 423040 (PB)

## MINI PICKUP

**1972, £6,400.** Been in our family for years. All new floors, sills, etc. done over 10 years ago. Been dry stored, just needs putting back together. Oxfordshire. 07761 863654 (RB)

## MINI PROJECTS

**£POA.** Due to change of circumstances 1973 Morris Mini van, 1966 Morris mini traveller, 1971 Clubman, 1980 city, 1982 Clubman HL estate, call for more details. Surrey. 07949 751487

## MINI SPRITE 1275



**41,750 miles, £4,499 ONO.** Prev mother and daughter owned, MOT, FSH inc all Rover Docs, bills for £7,450, must sell bought Cooper S, amazing condition any insp. Kent. 07528 793837 (SN)

## MINIVAN

**1972, £5,600.** Been in our family for years. Complete. New floors, sills, etc. in primer. All work done about 10 years ago. No rust coming through, just needs putting back together. Oxfordshire. 07761 863654 (RB)

## ROVER CHECKMATE



**1990, 62,665 miles, £4,500.** BRG. 1360cc. Bare shell rebuild. 4 new tyres, electric ignition, immobiliser. Fully waxoiled. Sun roof. Loads new parts. Bills available. Worcestershire. 01684 291492 (RB)

## ROVER CITYE 998CC



**1990, 87,274 miles, £3,250 Ono.** Green MoT Dec 2016, no rot, solid throughout, fibreglass front, new radiator, 1/2 leather, good wheels & tyres, first time starter. Lancaster. 07545 934932 (SN)

## ROVER MINI '30' ANNIVERSARY

**1959 / 1989, £3,295.** 'G-reg' 998 cc, 95k, halfleather, Minilite alloys, MoT Jan, sunroof, always garaged. 07935 869902. Somerset (SN)

## ROVER JET BLACK MINI



**1988, £3,995.** Limited Edition, very rare, MoT till end of January 2016. Original Mileage with Documented Bills To £3,000 for Refurbishment. Very good condition serviced & tuned recently. East Sussex. 07711 149816 (SN)

## ROVER MINI



**1993, £2,999.** Body and paintwork needs a little tidying. Has a good interior, a solid underside and Minilites. Brand new bored-out engine fitted. Lancs. 01617 611002

## ROVER MINI MAYFAIR

**1995, 55375 miles, £7,995 ONO.** Green / cream roof / tan leather upholstery, 1275 cc, petrol, MoT to 09/07/2016. Fully restored. 02079 237003 / 07950 811150 (SN)

## ROVER MINI MAYFAIR



**1992, £3,500.** Re-spray new chrome. Comes with anti damp carpets. Devon. 01803 638554

## ROVER MINI SIDEWALK



**1995, 77,000 miles, £3,950.** Limited edition: only 500 sold in UK. Full Service History. Petrol 1275cc, MoT until July 2016. Recent full re-spray. Staffordshire-Based. 07800 810707 (JW)



## SKY ROSE 998CC



**1989, 57,000 miles, £3,495.** Only 500 made, limited edition, new wheels, tyres, battery excellent condition. Inside and out, MoT 2016. Lovely ladies car. 01945 701515

## THREE MINIS FOR SALE

**£Offers.** 1990 Mini 998 Studio 2, 1996 1275 Equinox very rare and a 1979 1275 GT owned for 15 years. 02088 412017 / 07746 921761 (SN)

## Z CARS MINI



**2012, 1,118 miles, £10,995.** Honda VTEC 20k engine, Z Cars front and rear subframes, suspension and rollcage, big brakes, Cobra seats, MoT April 2016. Fife. 07885 808985

## PARTS FOR SALE

### 10 INCH TYRES

**£POA.** Four 10" x 165 dunlop tyres. Bristol. 0117 967 0009

### 12G 202 CYLINDER HEAD CASTING

**£20.** Bare, formerly on 1977 Clubman 1098cc, can post at cost. Essex. 01268 776990

### BEDFORD CF ENGINE

**£POA.** Complete and stripped. Lotus 907 engine stripped. Mini 850 & 1000cc engines complete. Various Mini van front and rear doors. Various Mini suspension parts. Mini heaters early and late. Mini glass and radiators. All POA. North Yorkshire. 01423 771135

### LUCAS STARTERS/ALTERNATORS

**£POA.** To fit 70s-90s vehicles, all Nos. Call see what I have. N Yorks. 01423 709175

### MINI 1275 GT

**£POA.** Original Denovo steel wheels, front bucket seats. Also rear seats cover in black vinyl including single door panels 4x Clubman chrome centre hub, as new. Somerset. 01458 834140

### MINI COOPER AIR INTAKE



**£40.** To fit late Cooper. 07979 406536

## MINI COOPER S ENGINE & GEARBOX

**£600 ovno.** 11 stud stripped. Engine No. 12H-1991-1. Mowog No. on block 12G1279. Box No. 2261128. Mowog head No. 12G940. Lincolnshire. 01406 364197 (RB)

## MINI FRONT SUBFRAME

**£POA.** Sale or swap. It's a later dry single top mount from 80s on, blasted and painted as new. I need earlier subframe for a Mk1/2 model, dry please. Also rust free 80s Mini doors, complete and pair and rust free boot for sale 80s. 01225 852852

## MINI FULL ROLL CAGE



**£150.** Good condition. East Yorkshire. 07979 406536 (SN)

## MINI MK1 ENGINE

**£200.** Gearbox, front sub frame and drive hubs assembly. Believed to be 998cc, engine turns freely, dry stored, early type under-dashboard gear stick. Collect from north Shropshire (TF9 4HB). North Shropshire. 07976 278840

## MINI MK1

**1959, £60 the pair.** Front and rear windscreen with rubber seal. Norfolk. 07906 782867

## MINI WINDOWS

**£40.** 8, saloon, buyer to collect. West Midlands. 01562 730215

## NEW ALLSPEED

**£Over £1,300.** Subframe, drive shafts, all mounts, plates, new clutch, starter motor, gear linkage, loom, alloy sump, Redtop 20l engine complete, stripped for rebuilt, 5 speed gearbox, open to sensible offers. Middlesex. 07920 008261

## SUN VISOR



**£190 + £25 post.** All metal will fit all Minis, looks good on the van pickup, 1950s extra in each primer complete with fittings. West Yorkshire. 07792 410094

## VARIOUS

**£POA.** Morris 1000 towbar and ball, £65. Two Midget Rostyles on 13in x 145 Michelins, 7/8mm tread, £50. Mini 850 cylinder head, complete with rocker valves, manifolds, heater tap, £25. West Glamorgan. 01792 206249 (RB)

## PARTS WANTED

### MARCHAL AMPLILUX OPTIQUE 7IN HEADLAMPS

**Wanted.** Sealed beam, iodine bulbs. 2 bulbs plus side light. Part No. 139568/222 TG on rear of lens. Yorkshire. 07973 417585 (RB)

### MINI COOPER S

**Wanted.** Pin drive oil pump wanted. Leicestershire. 0116 240 3412

### MINI FRONT SUBFRAME

**Wanted.** I have an original as new painted front 'dry' subframe for a later 80s Mini. Can I swap it for an 'early' type 'dry' 2 bolt top mount one (i.e. Mk 1), please?. Avon. 91179 670009 (evenings) (RB)

### MINI MARK 1 REAR SCREEN.

**Wanted.** Original, Date marked 1964 and a nice one. Mark one bonnet and bootlid. MK1 AND 2 shell 130 mph speedo. Bath. 01225 852852

### MINI MK1 (60S)

**Wanted.** Indicator switch (lights up) and a Mini Mk1 horn push switch. 130 mph speedo for Cooper S Mk1. Bath. 01179 670009 evenings

### MINIVAN OR ESTATE MK1

**Wanted.** Driver's seat, condition of upholstery not important. Also Mk1 steering wheel for above. County Wicklow. 00353 860887056

### ROLLOVER JIG

**1986, Wanted.** Suitable for Mayfair project. In working order. Reasonable price paid. Co. Durham. 07788 552339

### SET OF 10IN TYRES FOR MINI

**Wanted.** Unused, five please. 165x10 or similar for early steels. Avon. 01179 670009 (evenings) (RB)

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### A TO Z OF KIT CARS

**£15 inc p&p.** 293 pages, covering over 1500 makes since 1949. N Yorks. 01423 709175

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**£250.** Every issue since April 1982. Over 30 years of collecting. Nearly 400 magazines. Buyer collects. West Sussex. 07927 407574 (RB)

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**£9 plus postage.** Two manuals of car servicing data covering 1200 car and van models, from 1957 to 1975. Over 70 British, European, Japanese and Australian makes. More than 500 pages. Well used, but complete. Nottinghamshire. 01909 721464 (RB)

### THE AUTOMOBILE MAGAZINES

**£50.** Complete set, issue 1 1984 to date. Collection 1960s, 1970s sales brochures 23, £80 lot. Classic Mini brochures £8 each + p&p. Northumberland. 01289 331716

## MISCELLANEOUS FOR SALE

### 858101

**£Serious offers over £3,750.** Private registration plate on Nissan Primera. South Yorkshire. 07970 782251 (RB)

### BANTAM CAR TRAILER

**£995 ono.** Bed length 3m, bed width 1.7m. Load capacity 1 ton. Winch hitch lock. Auto reverse system. Good condition. Cheshire. 07796 094894 (RB)

### BROOKLANDS FLYING CLUB BADGE



**£65.** Mnf by Toye Kenning & Spencer, excellent condition. Essex. 07964 486932

### BUGATTI ATLANTIC MODEL

**£30.** 1936, very rare, scale 1.26, doors open and bonnet, colour silver, value £100, bargain, will post. 1968s 8 track car radio, chrome front, £25, will post. 1960s first tape radio, chrome front, very rare, £25. N Devon. 07971 687318

### CAR HANDBOOKS

**£POA.** From 1948 to late 1960s. 28 in all. 1912 bulb type horn, brass. Offers. Staffordshire. 01543 375132 (RB)

### CAR PRINTS NORWICH UNION

**£360.** Framed Set of 4. Nottingham. 0115 998 0511 (JW)

### CORGI SHOP DISPLAY SIGNS

**£60.** On Large Card from 1960's. Nottingham. 0115 998 0511 (JW)

### DAKOTA ON USA EAGLE



**£125.** With props, on marble base. Very rare item. Size: 7in height x 6in. Chrome on brass finish. Surrey. 07580 313669



## ISLE OF WIGHT CAR BADGE



**1950, £65 inc p&p.** MNF by Renamel London. Size 4.5in x 3.5in. No damage. Showing Crown, Castle & Anchors. Bar fixing. Buckinghamshire. 07716 607984 (RB)

## MIKE HAWTHORN VOICE



**£40.** On this 45rpm vinyl record. British Grand Prix, Silverstone, 1958. Interview by John Bolster. Also Mike Collins Sound Stories, Surrey. 020 8399 7541

## MINERVA CAR MASCOT



**1930, £850 ono.** Signed P Desoete, Dutch. Used on all series on cap. Nice condition. Cornwall. 07905 135288

## NATIONAL TRUST BADGE



**£35 post free.** Metal type. Founded 1895. Complete with grille fixing kit. Surrey. 07580 313669 (RB)

## NUMBER PLATE

**£425.** G10 MJA, including plates themselves. Ready for transfer. Devon. 01297 552746 (RB)

## NUMBER PLATE

**£1,750 ovno.** Registration M400 CAT. Presently on a Jaguar XK8. But now held on a DVLA retention form. Cornwood. 07804 828494 (PB)

## NSU RO 80 TOBACCO JAR



**1968, £65.** Issued to commemorate being Car of the Year 1968. China with wooden lid, decorated with pictures of car and its rotary engine. West Sussex. 01273 844536 (RB)

## OLD CAR BOOKS

**1950, £10 to £20 each.** All colour. My own collections. Mint condition. "Cars of the World." Some collectable. Devon. 07971 687318 (RB)

## OLD CAR RADIOS

**1960's, £100 (all five).** Have 5, chrome and push buttons. Good condition. Radiomobile, Motorola, etc. Devon. 07971 687318 (RB)

## PEDAL CAR BADGES-RAC/AA

**£20 each.** Nottingham. 0115 998 0511 (JW)

## POWER COMPRESSOR

**£70.** 9.5 cfm, 8 bar, 115 bsi, 25 litre tank. 1 air nailer stapler, £35. 1 air chisel and tools, £15. Lancashire. 01204 777728 (RB)

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### MINI

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